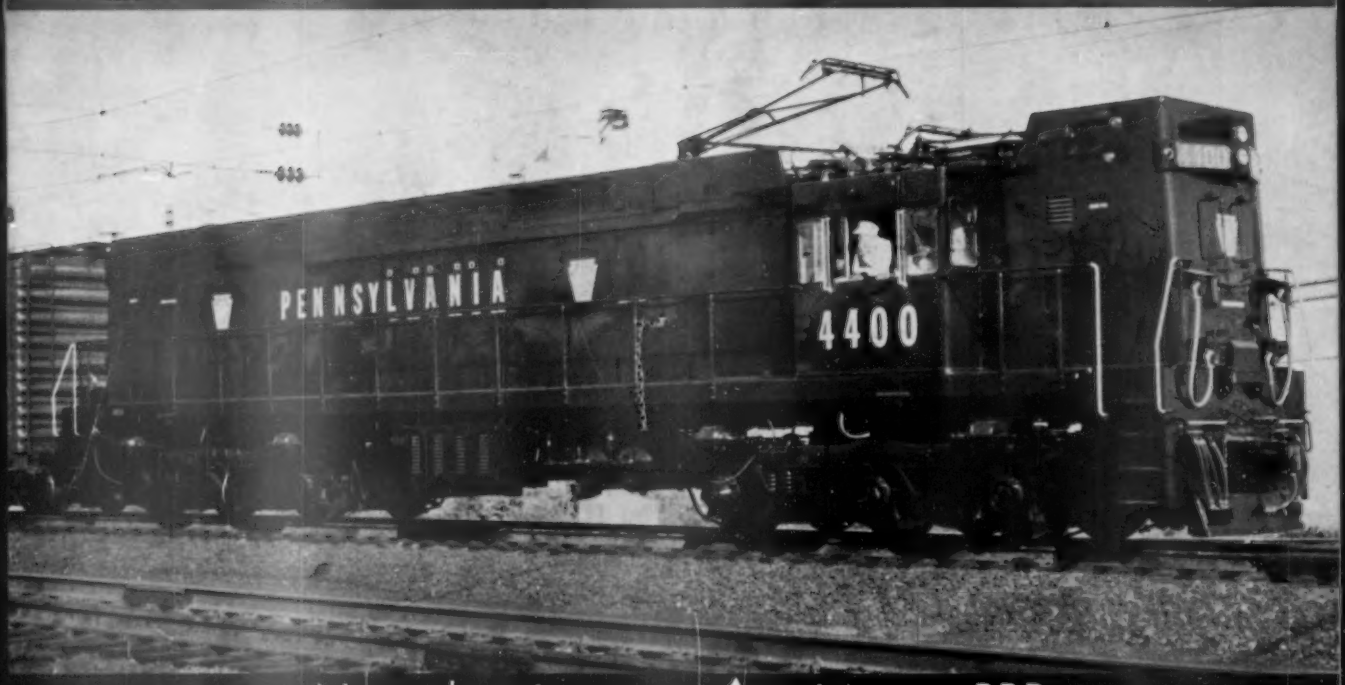
'Trainees' Get Ahead On Northern Pacific

November 7, 1960

RAILWAY AGE *weekly*



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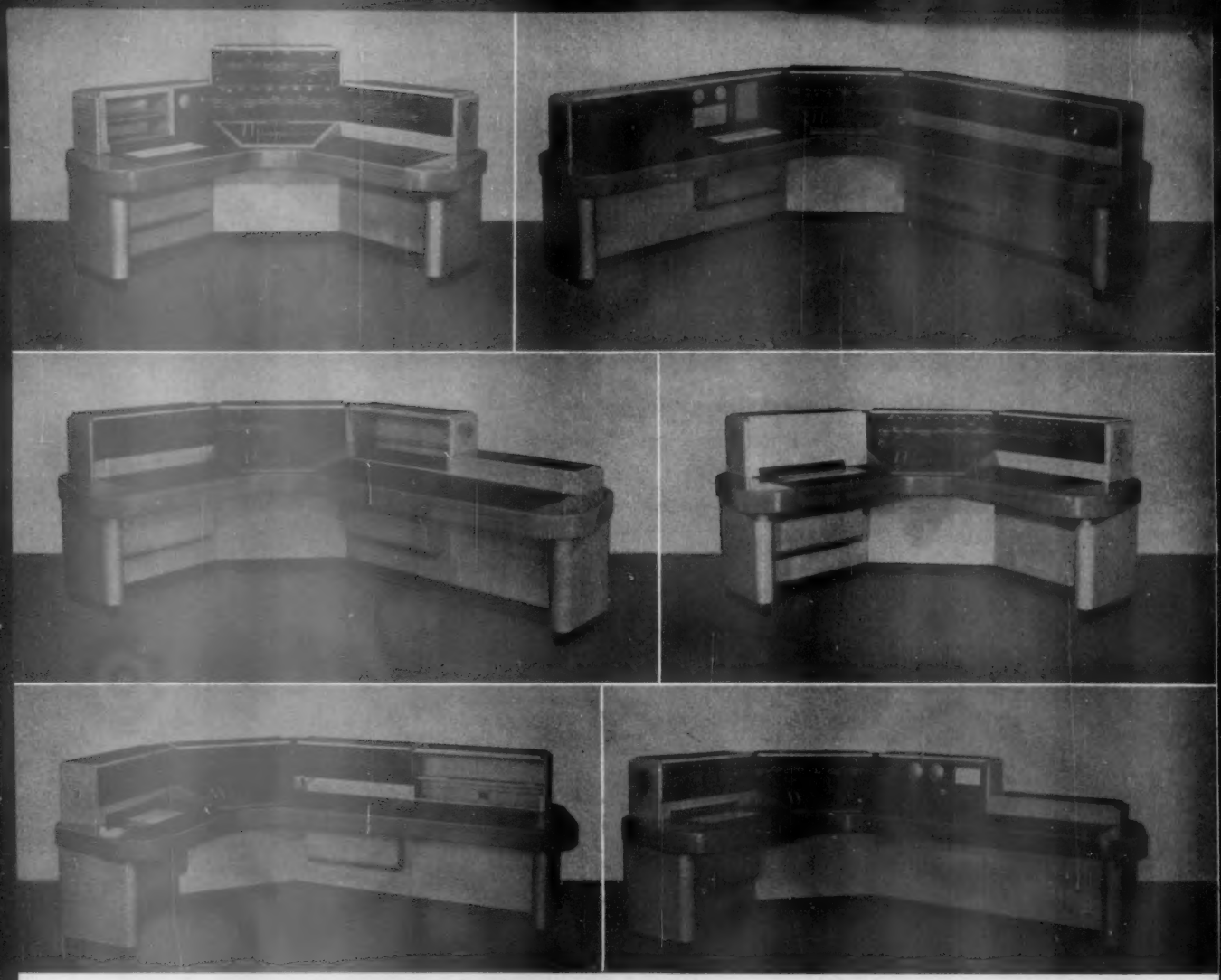

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RAILWAY AGE *weekly* November 7, 1960 • Vol. 149, No. 19

Week at a Glance

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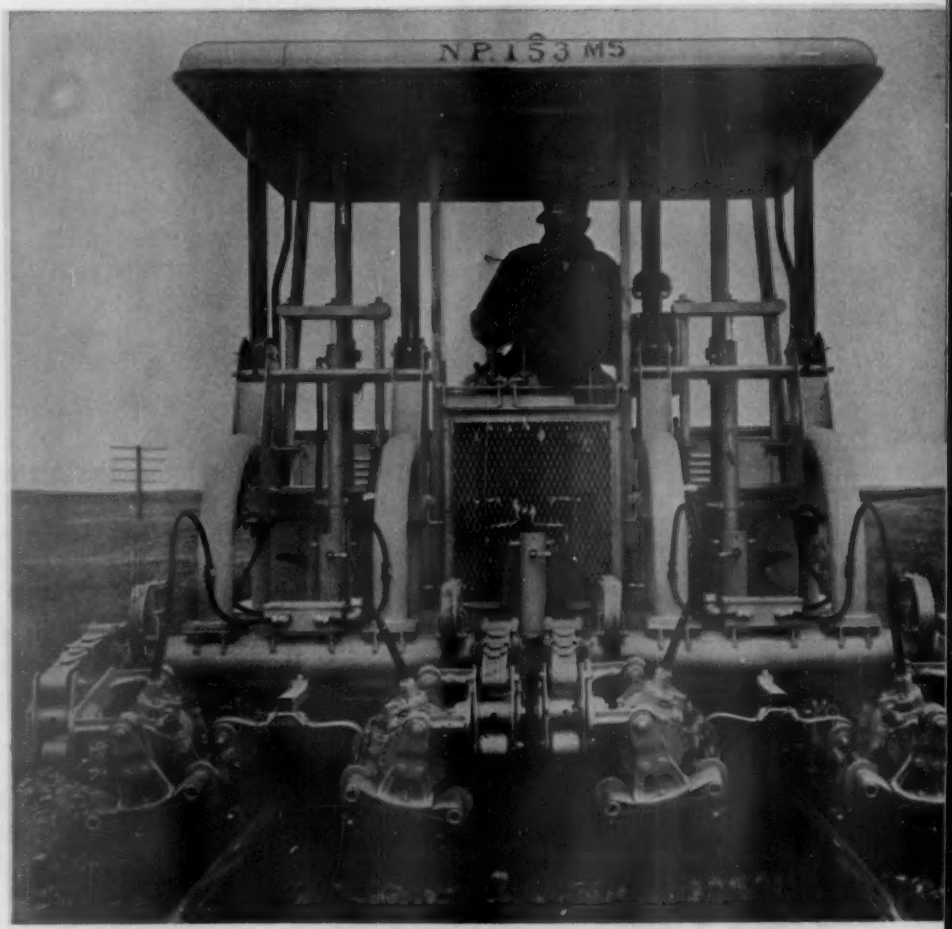

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Week at a Glance cont

Current Statistics

Operating revenues	
8 mos., 1960	$6,456,321,942
8 mos., 1959	6,621,274,503
Operating expenses	
8 mos., 1960	5,115,202,623
8 mos., 1959	5,191,899,748
Taxes	
8 mos., 1960	701,702,920
8 mos., 1959	711,116,463
Net railway operating income	
8 mos., 1960	398,660,085
8 mos., 1959	502,244,949
Net income estimated	
8 mos., 1960	277,000,000
8 mos., 1959	363,000,000
Carloading revenue freight	
42 wks., 1960	25,215,143
42 wks., 1959	25,162,567
Freight cars on order	
Oct. 1, 1960	21,662
Oct. 1, 1959	35,626
Freight cars delivered	
9 mos., 1960	43,684
9 mos., 1959	29,916

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Short and Significant

Russian railroad delegation . . .

of 10 members will arrive this month for a look at U. S. railroads. Their tour, arranged through the State Department, is being sponsored by the AAR. It is expected to extend over about four weeks, beginning about Nov. 20. It will carry out the U. S. end of the reciprocal arrangement whereby the Russians entertained a delegation of U. S. railroaders for a similar tour (RA, Aug. 1, p.9).

A 'flow-chart timetable' . . .

is expected to make it easier for C&O patrons to get passenger-train information. Each train appears in the timetable as a colored column, with other colors representing connecting trains flowing in and out of the main column. A map of the C&O system on the cover shows the routes of all trains as dashed, dotted or colored lines.

Passenger volume is up substantially . . .

on the Seaboard Air Line. Overall increase so far this year, over 1959, is about 10%. Big factor in the upswing was a 19% increase in 1960 summer travel, which was the highest the company has experienced in 13 years.

PRR's move to discontinue suburban service . . .

in Pittsburgh was dictated by "hard economic necessity," aggravated by the recent strike, says a spokesman for the road. PRR proposes to discontinue 30 local trains which operate five days a week on six lines serving 89 stations in five counties. The road estimates that it has lost $7 million on the service in the last 10 years.

Unions to Fight 4-Way Merger

► **The Story at a Glance: Union sources started playing a numbers game —in mileage, money and men—with the proposed GN-NP-CB&Q-SP&S unification last week, after getting an initial briefing on operating plans from managements of the four roads.**

Major elements of the operating plan, as outlined by brotherhood officers:

• The principal mainline will be predominantly Great Northern, will give the unified property a 2,193-mile Chicago-Seattle route.

• Upwards of $40 million will be spent for property improvements soon after unification takes place. New electronic hump yards will be built at Northtown (Minneapolis) and at Spokane.

• Approximately 8,100 employees will be affected, by management's figuring. Union sources said they thought the total would be higher, would involve up to 20% or 25% of the four roads' 65,000 employees.

Rail labor leaders are starting early on what they apparently intend to make an intensive and extensive battle to block, or at least to delay, unification of the GN, NP, Burlington and SP&S. Indications are it'll have the appearance of a grass roots movement, with the organizations setting out now to try to line up anti-consolidation feeling along the line. Based on present timetables and past experience, they'll have several months in which to work against unification—at least two months before the carriers will go to the ICC with their full proposal and perhaps a similar time lapse before hearings begin.

These are the significant features of the operating plan, as presented to about 90 brotherhood officers by managements of the four lines:

• The principal mainline will run 2,193 miles, Chicago to Seattle (or approximately 5 miles longer than the present Milwaukee Road route). The unified road will use Burlington, Chicago to Minneapolis, 437 miles; Northern Pacific, Minneapolis to Fargo, N. D., 241 miles; Great Northern, Fargo to Sandpoint, Idaho, 1,117 miles; NP, Sandpoint to Spokane, 68 miles; GN, Spokane to Seattle, 330 miles; and SP&S, Spokane to Portland, 379 miles. Thus, of Northern Pacific's 1,892-mile St. Paul-Seattle line, only about 309 miles will be included in the "main" line after unification.

• Present passenger train schedules will be maintained. At least one through freight train will be operated daily over present transcontinental mainlines slated as secondary mains after unification.

• Electronic hump yards will be built on NP property at Minneapolis and Spokane. (Three such yards are now being operated, on the GN at Minot, N. D., on the NP at Pasco, Wash., and on the Burlington at Cicero, Ill.) A new flat yard will be built at Seattle and an existing yard at Auburn, Wash., will be retired. A big consolidated freight terminal will be built in St. Paul's Midway district.

• Estimates on number of employees affected vary from an indicated management figure of about 12.5% to labor's estimates of 20% to 25%. Labor sources said the carriers set the total at 8,100 employees—2,900 who would be required to move to other communities in order to hold their jobs; 4,250 who could be absorbed locally through attrition and reclassification over a three- to five-year period; and 950 who could be absorbed in other locations and, probably, in other classifications. One union officer noted, however, that only about 1,000 workers would likely be affected immediately after unification.

A management spokesman declined to elaborate on the details as outlined by labor officials. But, he indicated, the brotherhood reports were "substantially correct."

The carriers had invited the organization representatives (about 120 men from 22 unions) to attend the briefing session, which "carries out the ex-

(Continued on page 32)

ICC OK's $4.5 Million NH Loan

Fast footwork by the ICC and representatives of state and local governments in New Haven territory last week turned up most of the cash the line said it needed to avoid immediate bankruptcy. The Commission approved a guarantee of a $4,500,000 loan to the New Haven, although it deferred action on the remaining $1,500,000 requested by the road.

The Commission action, coming little more than a month after the original request had been made, was the climax in a sequence of fast moves by all concerned. First came the application itself—for a guarantee of a $6,000,000 loan to run for one year with an interest rate of 5% (RA, Oct. 10, p. 7). Then, on Oct. 25, the Commission stated that it could not approve the loan at that time but would defer action on the application to allow time for inauguration of a program at state and local levels.

On the same day New York Governor Rockefeller and Connecticut Governor Ribicoff joined New York City Mayor Wagner and Westchester County Executive Michaelian in an eight-point program designed to give the railroad some form of tax relief after their respective legislative bodies meet beginning next January.

On Oct. 31, a commission appointed at the Oct. 25 intergovernmental meeting and joined by representatives of Massachusetts and Rhode Island met with the Commission to explore ways of improving the NH financial position.

On Nov. 1 came Commission approval of a guarantee for $4,500,000 of the requested loan.

Mr. Alpert had high praise for the prompt action of the federal and state officials. "If they had not acted and if the New Haven had been forced into bankruptcy, it would have been the beginning of the end of passenger service as we now know it," Mr. Alpert said.

Ike Creates 'Featherbedding' Board

Hailing the agreement to submit the so-called "featherbedding" dispute to a Presidential commission as "a landmark in the history of labor-management relations in the United States," President Eisenhower last week issued an executive order which will implement the pact.

The order, dated Nov. 1, creates the study commission, which will consist of 15 members appointed by the President, including five nominees of management, five nominees of the operating brotherhoods, and five "public" members. The labor-management agreement came out of meetings which Secretary of Labor James P. Mitchell held with representatives of the "op" unions and of the railroads' regional conference committees (RA, Oct. 24, p. 9).

The unions have already submitted names of their nominees, who are A. F. Zimmerman, assistant grand chief engineer, BLE; S. C. Phillips, assistant president, BLF&E; H. F. Sites, vice president, BRT; S. W. Holliday, vice president, ORC&B; and J. W. Fallon, vice president, SUNA. Management nominations have not been made, and the President has not yet appointed the labor nominees or "public" members.

Following through from his characterization of the agreement as a "landmark," the President also said:

"Both sides for many years have been concerned about the problems deeply affecting the livelihood of the men who run the trains and the future of the industry itself. I am sure the American people applaud as I do the high principle which has brought railway labor and management together in this agreement which adds greatly to the substance of the fabric of our free enterprise system.

"Certainly this agreement is living proof that free collective bargaining is successful if left in the hands of dedicated, capable men who desire to see it work. It is also another indication of the maturity that has been achieved in industrial relations in this country in recent years."

Like the labor-management agreements, the executive order provides that the commission shall begin its study early next January and "endeavor to make a final and written report of its findings and recommendations not later than Dec. 1, 1961." The order contains no provision, like the one in the agreement, which stipulates that the deadline for the report could be set back 90 days if requested by a majority of the commission. The order fixes the Dec. 1, 1961, deadline and adds: "The commission shall cease to exist 30 days after rendition of its final report to the President."

The order becomes effective Jan. 1, 1961, but nominations for the commission may be submitted to the President, and he may make appointments to the commission, before that time. The appointments will not become effective until Jan. 1, however.

The commission's work will be financed from the President's emergency funds, except that railroads and unions will pay salaries of their nominees. In that connection, the order stipulates that the involved dispute constitutes an emergency affecting the national interest within the meaning of laws appropriating the emergency funds. Funds may be allotted at any time, but won't be available until Jan. 1.

Watching Washington *with Walter Taft*

• **COMMISSIONER WALRATH** of the ICC is "shocked" by the attitude of railroads toward their coach passengers. He reported this reaction to the National Association of Bus Operators, citing railroad passenger services as how-not-to-do-it examples for the bus lines.

THE COMMISSIONER contrasted railroad treatment of the coach passenger "as someone to be merely tolerated" with what he has observed of bus service. He finds bus drivers "almost universally courteous and patient, even with eccentric travelers." And he thinks it strange that the railroad coach passenger is not likewise made to feel appreciated—because "railroad accountants know that the coach traveler is their most profitable passenger."

INSTEAD, Mr. Walrath finds railroads "still pampering the passengers of 'glamour' trains." In view of that situation, he suggested that the bus operators should not compete for the average "expense-account" traveler, who'll "ride a compartment train" if he has time, or "book an airline 'champagne' flight" if he's pushed.

THE COMMISSIONER ADVISED the bus lines to concentrate on an appeal to "the budgeted coach traveler who wants freedom of movement and a good time as he travels." Mr. Walrath points out that buses now have rest rooms, snack bars and hostesses on their luxury runs. He calls that set-up "a sort of club-car atmosphere at coach rates," and says it should be sold more aggressively.

"THROWING IN THE SPONGE" is how the commissioner also describes what railroads are doing about that part of their passenger business which is competitive with bus service. He says service abandonments under the 1958 Transportation Act have "liberated" almost two million passengers "from trains which they customarily rode." And he notes that "in most instances, the railroads justified the public convenience facet of the problem by establishing that adequate intercity bus service was available."

AS TO AIR COMPETITION, the commissioner thinks air lines can offer "air-bus" service at bus-competitive fares only between points where travel is heaviest. That leaves what he calls "vast and profitable areas" in which air competition cannot hurt buses. And he told the bus operators they have a choice of tailoring their services to "these natural opportunities," or dissipating their energies "in a losing battle of inter-mode competition for long-distance volume patronage between metropolitan centers."

More Time vs. Tonnage Debate

To the Question and Answer Editor:

Recently a motive power official wrote defending long (120-car) trains [RA, Aug. 1, p. 32.] While he correctly stated there can be no set "rule-of-thumb" method for determining train length, I believe he was in serious error on several other points. Motive power men can control only a few of a railroad's total costs, and they can produce no revenue. It takes both [cost control and revenue] to generate new income.

While it can be agreed that yard time is a greater source of delay than drag tonnage trains, the motive power man seems to forget that more frequent service with shorter trains reduces yard time. If three daily time freights are run instead of two, the average car waits two hours less. With 240 cars, 480 car hours per day will be saved, worth $60 per day. Even home cars cost money. (A truck grosses 10 times as much per year as a freight car because it keeps going.)

The momentum grade argument for long trains works just as well against them when a short train would be over the hump and gaining speed when a long one would not.

If head-end power malfunction occurs so frequently that it must be a consideration in scheduling, either the wrong power is used, or it is poorly maintained. Power should not fail more than once in 500 single unit assignments, or twice as often with two units.

It must be agreed that 120 cars can move more cheaply in one train than in two, but what if two trains attract more traffic than one? Above-the-rail expenses are not great when compared to revenue.

An extra five-man crew to increase train frequency will cost about $125. The per diem saved (see above) will recover $60 of this. A smaller yard will be needed, with more steady switching work. A locomotive or two may be saved on quicker turns through better utilization, saving $100 per day per unit. If just one new carload of traffic is obtained with the improved service, it will be worth about $37 net.

It can thus be seen that either a faster turn of a single locomotive unit, or two new carloads of traffic will justify more frequent trains. Any railroad expecting to stay in business must recognize traffic as more important than above-the-rail costs. After all, low costs are not the railroad problem. It is a fact that railroads are now far less costly per mile than trucks. The rail problem is to sell the service which is currently far inferior to trucks. A fixed cost operation can reduce total costs only by expanding volume. *[These comments were supplied by a former short line officer who prefers to remain anonymous.—Editor]*

A forum for railroaders who want to explore questions of importance to their industry, this department welcomes questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, New York.

Two new questions coming up soon grew out of the recent Railway Systems and Procedures panel on service standards (RA, Aug. 29, p. 50). One is concerned with evaluating service, the other suggests a possible way of improving it.

Do You Know Total Transit Time? This is a major problem to be solved before rail service can be measured as precisely as rail operations, RSPA panelists concluded. What are your ideas on how to do it?

Passenger Stations for TOFC? a reader asks, suggesting that in many cities present passenger facilities have much to recommend them as a common piggyback and container terminal interchange location. What do you think?

Why Not Automatic Weighing?

To the Question and Answer Editor:

I note inquiry by Elmer A. Duncan of the Baltimore & Ohio regarding automatic weighing [RA, Sept. 26, p. 48].

There are several systems available for automatic weighing. One of the simplest involves a weightometer arranged to weigh coal or other dry bulk commodities on belt loading cars. Use of this device is reported to be satisfactory for the sale of coal when covered by agreements between buyer and seller. So far as we know, the weightometer has not been universally adopted by regulatory bodies, however.

In this connection, we came upon one instance in which a coal shipper light-weighed a large number of empty cars and found the cars were often lighter than the stencilled tares. He resorted to a weightometer to protect himself against the need to "give away" coal.

Other systems, all subject to specific engineering design in each case, involve various kinds of weigh hoppers, which inexpensively can be designed to incorporate electronic devices. Such equipment will customarily yield precision as good as the precision in *net* weights available by conventional means.

We find user resistance to such systems because railroads are often unwilling to make any allowance for weighing—railroad weighing is "free." *—John G. Kneiling, P. E., Theodore J. Kauffeld, consulting engineer, 150 Broadway, New York 38, N. Y.*

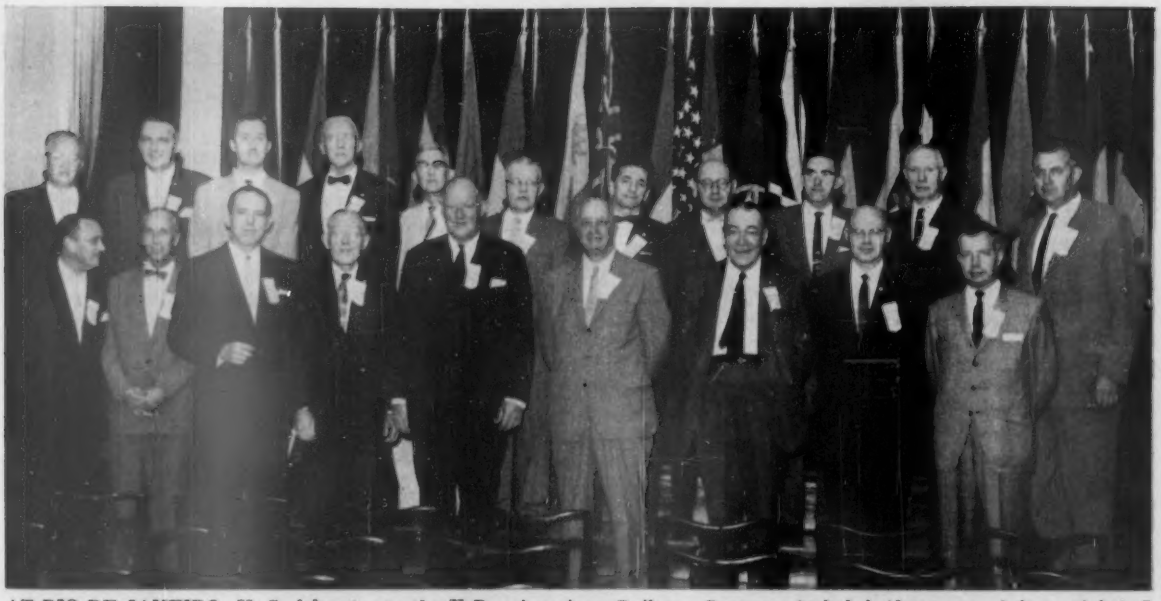
To the Question and Answer Editor:

I read with interest Mr. Duncan's letter in your September 26 issue regarding automatic weighing.

While his letter dealt specifically with the weighing of bulk commodities, such as coal, gravel, sand, etc., I would be interested in a weighing device for weighing heavy lifts (up to 20 tons) electronically.

I have heard that there is such a device on the market, but to date have been unable to find out who the manufacturer is.

No doubt Mr. Duncan's letter will get some replies from manufacturers and, if so, I would certainly like to have their names.—*A. M. Broennle, general traffic manager, Valley Mould and Iron Corporation.*



AT RIO DE JANEIRO: U. S. delegates to the X Pan-American Railway Congress included (front row, left to right) S. Mendez (W. H. Miner); H. Ashton (Commerce Department, retired); J. P. Newell (Pennsylvania); Howard Freas (ICC); Daniel P. Loomis (AAR); Clark Hungerford (Frisco); R. C. Coutts (Train Dispatchers); Frank Richter (Modern Railroads); M. M. Pomphrey (Frisco). Second row: E. H. Newcomer (EMD); Richard Terrell (EMD); Byron Nupp (Commerce Department); Cyrus Hankins (Wine Railway Appliance); L. J. Kiernan (ICA); J. G. Lyne (Railway Age); William Saunders (Washington transportation consultant); Albert Beatty (AAR); D. Boutilier (military transportation department); T. E. MacMannis (ICA); Henry F. Dryer (Esso).

U. S. Railroaders Win Awards at Rio

The X Pan-American Railway Congress, in Brazil, terminated 16 days of business sessions and inspection trips at the nation's new capital, Brasilia, on Oct. 27—after announcing the winners of 16 prizes for papers presented to the congress; and after deciding to hold the next congress in Mexico, probably in 1963. Sessions during the preceding two weeks were held in Rio de Janeiro and Sao Paulo. The award winners included:

Ralph Cramer (New York Central), 15,000 Argentine pesos ($183), for a paper entitled, "The Box Comes of Age."

Paul Garin (Southern Pacific), 250,000 Brazilian cruzeiros ($1,375), for a paper on "Radioactive Tracer Research."

John Aydelott (General Electric), $1,000 (offered by Alco), for a paper on maintenance, repair and modernization of diesel locomotives.

H. L. Decker (Pennsylvania), $816, for a paper on rolling stock maintenance.

William Saunders, Washington transportation consultant, received a medal from the Permanent Commission of the Congress for a paper on the integration of the different types of transportation.

Other prizes were bestowed as follows: 25,000 Argentine pesos to Carlos Villafuerte (Mexico); 10,000 Argentine pesos to Jose da Silveira Pontual (Brazil); 25,000 Argentine pesos to Porfirio Becerril (Mexico); 150,000 Brazilian cruzeiros to Isaac Maria Young (Argentina); 100,000 Brazilian cruzeiros to Maurilio Menegale (Brazil); $500 (offered by General Electric) to Armando Aquilera Darantes (Mexico); $100 (GE) also to M. Menegale (Brazil); 200 British guineas to Edgard Ghilardi (Brazil); 200 British guineas to Floriano F. de Camargo (Brazil); $816 also to E. Ghilardi (Brazil); $816 to Luiz Alberto Linhares (Brazil).

As will be noted, two of the papers received two awards each. Donors of the prizes, besides those already mentioned, included the Argentine government, the Association's Permanent Commission, Brazil's federal railway system, the X Congress organizing committee, two British supply concerns, and the U.S. national commission (a total of $2,450, donated by U.S. suppliers, through a committee headed by R. A. Williams of Stanray).

There were more than 400 delegates to the X Pan-American Congress—the largest attendance at any congress so far held. Papers submitted totaled 161—more than 50 of them from the U.S.A. (assembled by a committee headed by President John Barriger of the Pittsburgh & Lake Erie).

Not only was this the largest gathering of inter-American railroad people—it was also the busiest. Consideration of the papers occupied five full days, including some evening sessions. In addition, the delegates visited all the major equipment plants en route between Rio de Janeiro and Sao Paulo and in the vicinity of Sao Paulo—the trip between the two cities being made by special train on the Central do Brasil. There was a trip, also, down the famous inclined planes of the Santos-Jundiai Railway, and other trips on the Sorocabana line and the renowned Paulista (the only large railway in Brazil still in private ownership, and still paying substantial dividends).

Besides the purely business and professional activities of the congress, the delegates were guests of railway, governmental, and Brazilian and U.S. supply companies, among them General Electric and General Motors.

In addition to the congress proper, there was held at Sao Paulo for the delegates a large exhibition of railway equipment—with displays by the leading manufacturers, Brazilian as well as overseas.

Rate Revision Makes Progress

► **The Story at a Glance: "How much is it necessary to reduce or increase what rates on what commodities?" That question, which confronts U.S. railroads because of postwar traffic diversion, and which "calls for a wholesale revision of railroad rates," was explored in a paper presented to the X Pan American Railway Congress at Rio de Janeiro, Brazil, by E. V. Hill, chairman, Traffic Executive Association —Eastern Railroads. U.S. railroads, Mr. Hill said, have "recorded measurable progress" toward the desired rate revision, although they still have a long way to go. "To convince shippers and regulators of the necessity for reform," he adds, "requires evidence of great weight and depth."**

The X Pan American Railway Congress heard an encouraging report on progress of the railroad rate revision program in the United States.

The task of revising a century-old system of freight charges, to make railroad pricing competitively effective, is one of major magnitude, E. V. Hill, chairman of the Eastern Railroads' Traffic Executive Association, told the Congress. But it is a task, he added, on which railroads "have made a resolute start, and recorded measurable progress." They have a long way to go, but "there are no insuperable obstacles ahead."

As proof of progress, Mr. Hill cited "reason to believe that erosion of paint traffic still remaining to the railroads has been stopped, and that the railroads' percentage share of the total [paint] traffic should henceforth increase rather than decline," as a result of "incentive rates" established last year.

"The important goal," he declared, "is for railroads to make their volume at least match the trend line of increase in the production of each commodity." To do this, they must overcome such problems as the practice of basing industrial sales prices on railroad rates; "group" or "blanket" rates; and LCL and class rates.

"Piggyback service, agreed charges, volume rates—all are devices designed to strengthen the railroads in their appeal to competitive traffic. Yet none of these devices—applicable to special situations—is a substitute for a regular system of rates which is fully economic. An economic schedule of rates is one which: 1) will, in all cases, at least cover direct costs of movement by rail; 2) wherever railroad costs permit will be lower than the cost of alternative movement by truck; and 3) where railroad costs and competitive truck costs will permit—will earn a substantial profit for the railroads, above direct handling costs.

"Railroads will obtain their optimum traffic volume and optimum profitability only to the degree that the foregoing three principles are observed in their rate-making. . . ."

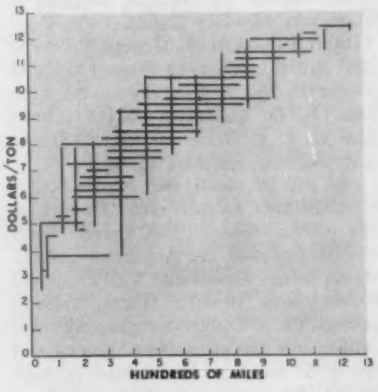
Mr. Hill devoted special attention to group or blanket rates, "identical to or from a rather wide area." His remarks about them are explained in the accompanying chart and in the following words:

"Traffic for nearer destinations may be relatively high per ton. [Rates] for longer distances may be relatively low. In such cases, traffic for shorter hauls tends to be diverted from railroads to the highway—leaving the railroads with only the longer hauls, on which rates may be so low as barely to cover out-of-pocket costs.

"The accompanying chart portrays the wide range in railroad rates per ton and per mile which prevail on a commodity designated by the pseudonym 'giblets.' The vertical lines show the different rates applying for the same distance in miles; the horizontal lines show what variations in miles of haul a given number of dollars will buy. For example, for 350 miles, railroad rates per ton of 'giblets' range all the way from $4 to $9.50. It is safe to say that the $9.50 traffic will tend to drift away to movement by highway, while the $4 traffic (which may barely meet its costs) will stay on the rails.

"The chart also shows that $10.50 per ton will buy all the way from about 475 miles of transportation, up to about 900 miles. Such rates do not correspond either to costs of railroad or truck service—and attempting to maintain such rates makes railroads extremely vulnerable to competition, diverting high-rated business. . .

"Such a situation is, of course, intolerable for the railroads—but to convince shippers and regulators of the necessity for reform requires evidence of great weight and depth. There is just no practicable means of correcting such situations, short of the collection and intensive analysis of all pertinent data, such as the Eastern railroads are now providing."



WIDE RANGE in railroad rates per ton and per mile, for a single commodity, are indicated by this chart. Vertical lines show the different rates applying for the same distance in miles. Horizontal lines show the different length hauls a specified number of dollars will buy.

Dividends Declared

ATLANTIC COAST LINE.—50¢, quarterly, payable Dec. 12 to holders of record Nov. 4.

LOUISVILLE & NASHVILLE.—$1, payable Dec. 12 to holders of record Nov. 1.

NORFOLK & WESTERN.—4% adjustment preferred, 25¢, quarterly, payable Nov. 10 to holders of record Oct. 20.

NORTHERN CENTRAL.—$2, semiannual, payable Jan. 16, 1961, to holders of record Dec. 30.

NORTHERN PACIFIC.—55¢, quarterly, payable Oct. 31 to holders of record Oct. 7.

PIEDMONT & NORTHERN.—$1.25, quarterly, paid Oct. 20 to holders of record Oct. 5.

PITTSBURGH & LAKE ERIE.—$1.50, quarterly, paid Oct. 15 to holders of record Oct. 3.

PITTSBURGH, FT. WAYNE & CHICAGO.—common, $1.75, quarterly; 7% preferred, $1.75, quarterly, both payable Jan. 3, 1961, to holders of record Dec. 9.

PROVIDENCE & WORCESTER.—$2.50, quarterly, paid Oct. 1 to holders of record Sept. 19.

RICHMOND, FREDERICKSBURG & POTOMAC.—Dividend obligations, $1, quarterly; voting common, $1, quarterly; 6% guaranteed, $1 extra; 7% guaranteed, $1, extra, all paid Oct. 5 to holders of record Sept. 23.

ST. LOUIS-SAN FRANCISCO.—25¢, quarterly, payable Dec. 15 to holders of record Dec. 1.

SEABOARD AIR LINE.—50¢, quarterly, paid Sept. 28 to holders of record Sept. 16.

SOUTHERN.—Mobile & Ohio certificates, $2, semiannual, paid Oct. 1 to holders of record Sept. 15.

TEXAS & PACIFIC.—$1, quarterly, paid Sept. 30 to holders of record Sept. 23.

UNITED NEW JERSEY RR & CANAL.—$2.50, quarterly, payable Jan. 10, 1961, to holders of record Dec. 20.

VERMONT & MASSACHUSETTS.—$3, increased semiannual, paid Oct. 7 to holders of record Sept. 26.

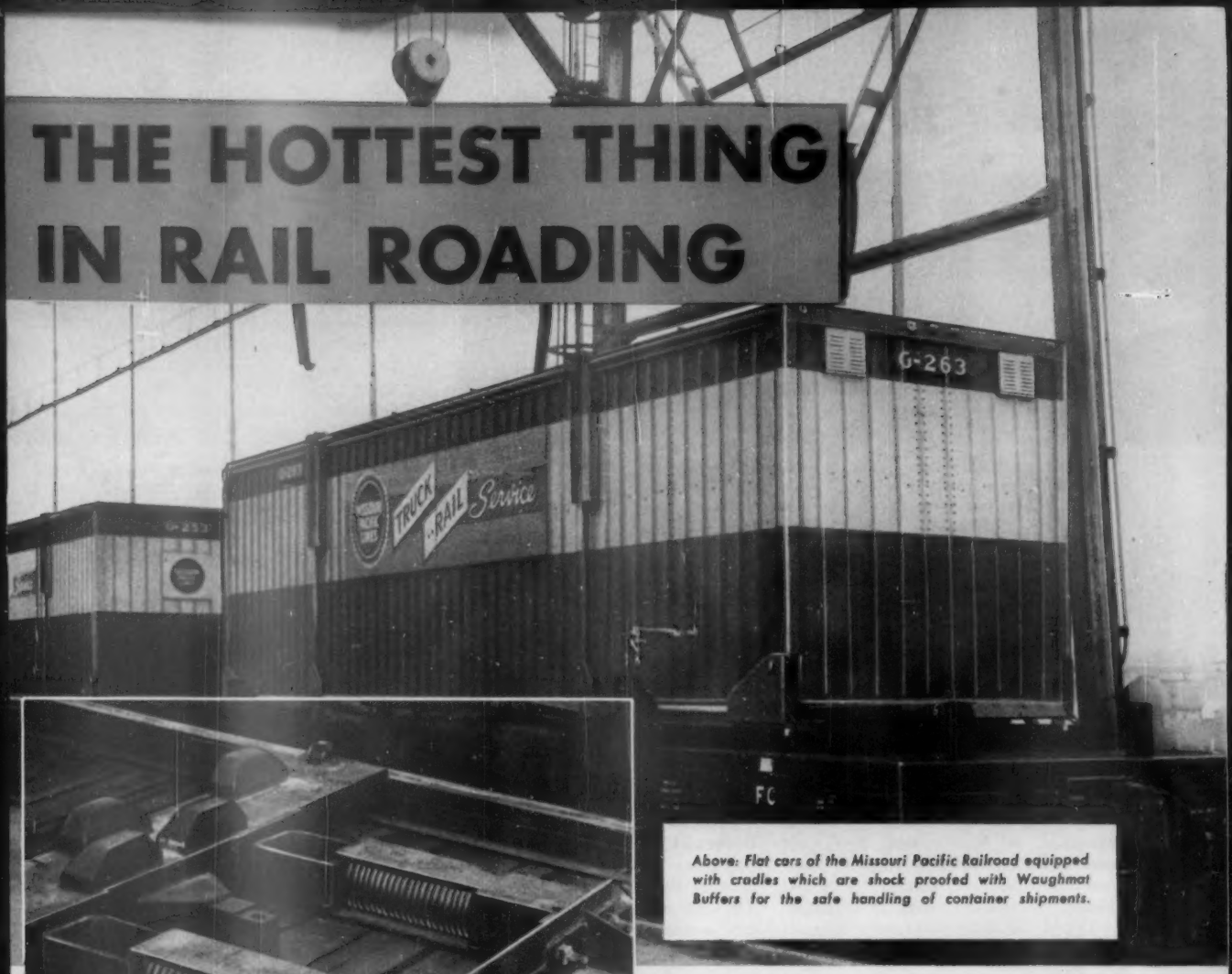
WABASH.—50¢, paid Sept. 29 to holders of record Sept. 22.

WESTERN MARYLAND.—common, 45¢, quarterly; 4% 2nd preferred, 40¢, quarterly; 5% 1st preferred, 15¢, quarterly; 7% 1st preferred, 70¢, quarterly, all paid Sept. 30 to holders of record Sept. 23.

WESTERN PACIFIC.—25¢, quarterly, payable Nov. 15 to holders of record Nov. 1.

WHEELING & LAKE ERIE.—common, $1.43¾, quarterly; 4% prior lien, $1, quarterly, both paid Nov. 1 to holders of record Oct. 7.

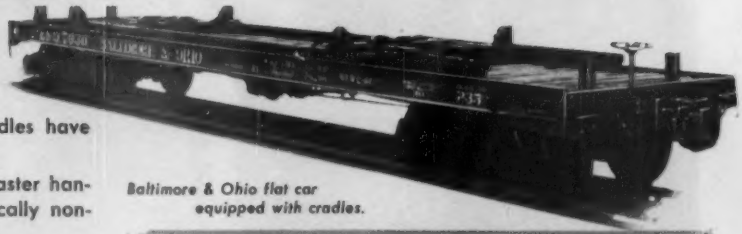
THE HOTTEST THING IN RAIL ROADING



Above: Flat cars of the Missouri Pacific Railroad equipped with cradles which are shock proofed with Waughmat Buffers for the safe handling of container shipments.

Above: Arrangement of cradles and Waughmat Buffers as applied to flat cars for container shipment by both the Missouri Pacific Railroad and the Baltimore & Ohio Railroad.

Shock-force control engineered by WAUGH



Baltimore & Ohio flat car equipped with cradles.

Car-borne containers riding shock-proofed cradles have proved out amazingly in actual railroad service.

Shippers like them. Less handling. Easier and faster handling. Minimum dunnage. Lading damage practically non-existent.

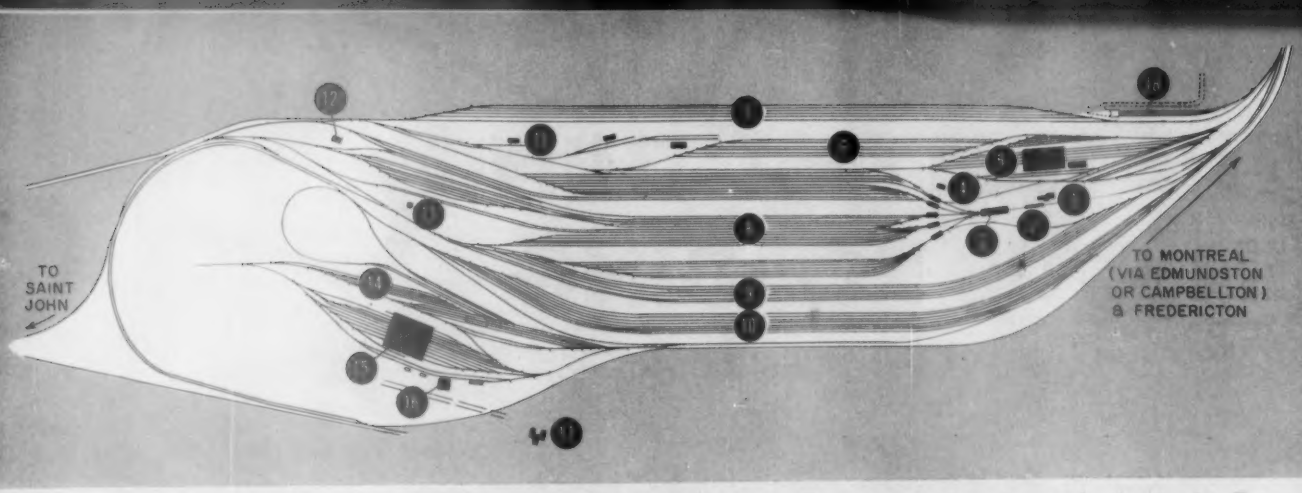
Railroads equipping flat cars with container cradles and Waughmat cradle-buffers find that these Waughmats provide ideal cushioning against longitudinal shock.

Write for details of shock-force control for container cradles as engineered by Waugh.

WAUGH EQUIPMENT COMPANY

420 LEXINGTON AVENUE, NEW YORK 17, N. Y.

CHICAGO—ST. LOUIS—CANADIAN WAUGH EQUIPMENT COMPANY, MONTREAL



1—Main yard office; **2**—hump; **3**—master retarder; **4**—retarder tower; **5**—car repair shop; **6**—car cleaning tracks; **7**—west departure yard; **8**—classification yard; **9**—east departure yard; **10**—receiving yard; **11**—m/w building; **12**—ice house; **13**—west yard office; **14**—diesel servicing area; **15**—diesel shop; **16**—fuel tank; **17**—railway YMCA; and **18**—piggyback tracks.

CNR Opens $15-Million Yard

The Canadian National has taken another major step in its program to speed up freight operations.

The road dedicated its new automatic retarder classification yard at Moncton, N. B., on Nov. 2. Freight cars can clear the new yard in about one-fourth the time required by the old 3-yard terminal operation at Moncton.

The new $15,000,000 facility normally classifies 1,400 cars daily. The classification rate, however, can be raised to a daily peak of 2,000 cars. Cars are humped at the rate of one every 15 seconds.

Moncton, at the east end of New Brunswick, is a natural classification point for freight cars being handled between that province and Nova Scotia. The new Moncton yard is the first of four automatic classification yards being built by the CNR across Canada. The others, under construction, are at Montreal, Toronto and Winnipeg.

Many innovations have been incorporated in the new Moncton yard. One involves the writing of freight-car routing labels by mechanical means.

CNR has divided its Canadian and U.S. trackage into 99 blocks. The blocks, in turn, are divided into zones. Cars are now labelled, at their originating point, with the block and zone to which they are destined. The single label is sufficient to route a car during its entire trip.

IBM Cards and Teletype Used

Previously, labels listing a car's number, contents, destination and servicing requirements were attached at numerous points along the route. Now, all the required information is transmitted from punched IBM cards to a Teletype machine in the hump conductor's office at the crest of the hump where car classifying takes place. The Teletype machine writes the labels at the rate of 100 words a minute. The labels are stapled on the cars as they pass the hump conductor's office.

Moncton yard's $2,000,000 diesel

DUAL-PURPOSE TRACKMOBILE can haul as many as six freight cars at one time into the new car shop. The $500,000 structure has an area of 61,880 sq ft.

shop (263 by 340 ft) can accommodate 32 locomotives undergoing all types of running repairs. The shop differs from those used by other railroads inasmuch as its center section is used for utility purposes. The utility center consists of a basement and two floors housing a laboratory for testing lubricating oils and water; a classroom for training apprentices; machine shops; stores areas and offices. There are also lunch and locker rooms for train and shop crews.

Each of the 16 repair tracks, 8 at each end, can accommodate two diesel units. Two additional tracks, running the length of the building, are fitted with drop-tables to permit rapid wheel changes. Locomotives are refueled, resanded and inspected at an open-air inspection center.

The yard's car repair shop features a jack and several cranes for changing car wheels. Service-station-type outlets dispense lubricating oils, water and air. Two steam generators, capable of producing 13,860 lb of steam per hour, circulate heat through piping in the concrete floor, which quickly melts ice and snow off bad-order cars entering the shop in winter.

Here, by categories, is a summary of some salient facts about Moncton yard:

DIMENSIONS: 830 acres—2.2 miles long; 2,700 ft wide.

TRACKAGE: 40 class tracks—2,180 cars; 20 receiving and departure tracks —2,097 cars; 6 cleaning tracks—252 cars; 10 repair tracks—160 cars; 7 local tracks—331 cars; 5 piggyback tracks—59 cars.

CONSTRUCTION: 3,050,000 cubic yards of earth moved; 300,000 tons of ballast; 213,200 ties; 274 turnouts; 10 miles of driveways and access roads; 50 miles of continuous welded rail, some 507-ft lengths; 28 buildings including yard towers and railroad YMCA with 45 single-occupancy rooms; 122 floodlight towers with 338 100-watt mercury vapor lamps; and 2 drilled wells, 100,000-gal. storage tank. A fire protection system has 23 hydrants. A high-pressure fire engine has a 250-gal. tank, 400 ft of 1-in. hose and two fog guns (110-ft throw).

SIGNALING: 79 power switches; 1 master and 5 group retarders; automatic switching and automatic retarder controls; hump cab and wayside signals; and yard entrances interlockings.

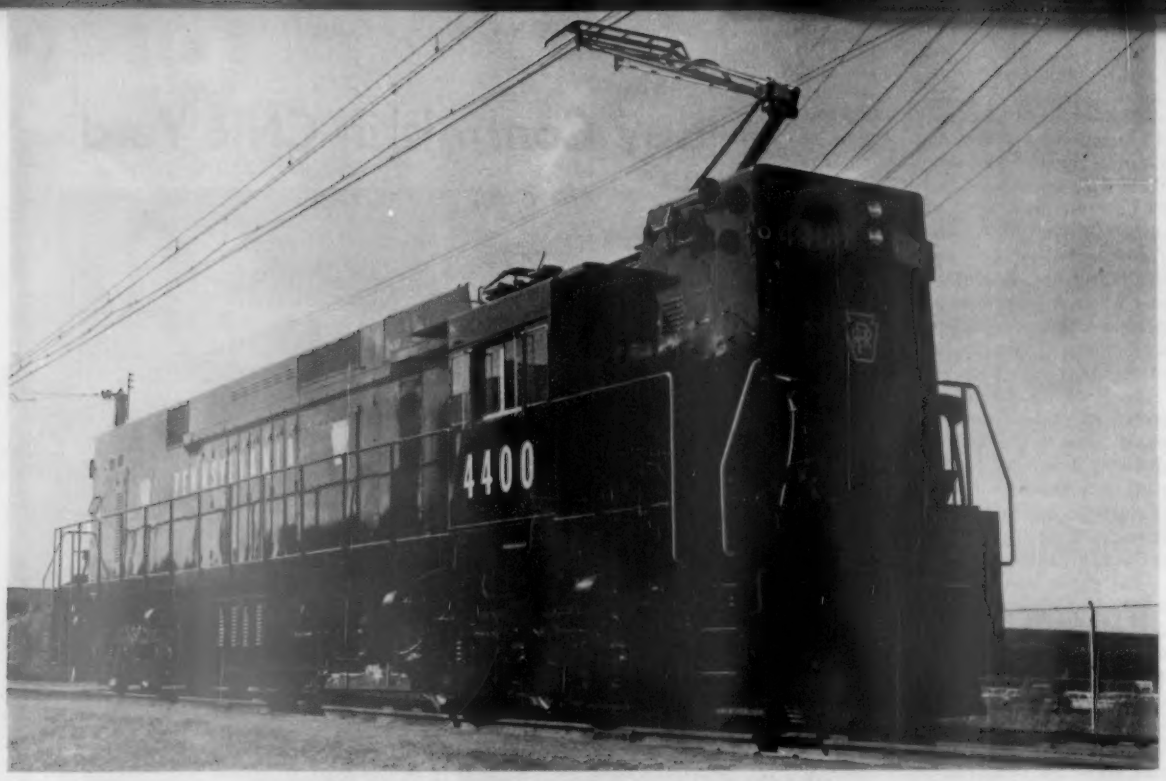
COMMUNICATIONS: 96 paging and talk-back loudspeakers; 5 radio systems and 9 radio-equipped yard engines; 4 TV cameras and 3 monitors for car checking; 10 Teletype machines; 24 pocket radio transmitters and receivers linked with 9 base radio stations used in car inspection and pulling cars from class tracks; 3 telephone exchanges and 6 tape recorders.

Key Controls in CNR Yard

INTERLOCKING controls switches and signals to entrances of receiving-departure yard. Intercom systems enable operator to talk to dispatcher, yardmaster and others concerned with train and yard operation.

YARD COMMUNICATIONS NETWORK centers in yardmaster's office. He has keys for paging and talk-back speaker systems, radio and a dial for telephone calls. Panel at left indicates number of cars in class tracks.

RETARDER OPERATOR monitors the classifying process. GRS Class-Matic system provides automatic operation of retarders and class track switches. Indicators tell operator how many cars are in each track.



PRR Gets First New Electrics

► **The Story at a Glance: The largest order for electric locomotives placed by a U.S. railroad since the 1930's is being delivered. The $32,000,000 order—placed by the Pennsylvania with the General Electric Company—was for 66 4,400-hp rectifier-type road freight units.**

The new locomotives will replace 90 older electric units. The replacement is expected to cut maintenance costs sharply. All the new locomotives, being delivered at a two per-month rate, are scheduled to be in service by mid-1963.

"We are taking a long, confident look into the future as we acquire these locomotives," Pennsy President Allen J. Greenough said October 25 as the first E-44 locomotive was delivered to the PRR in Philadelphia from General Electric's Erie, Pa., plant.

"These units," Mr. Greenough added," will serve for many years to increase the capacity of our electrified lines, improve service to shippers, and strengthen our reserve potential in the unhappy event of a national emergency.

"An electrified railroad is the most efficient means of transportation over land where there is sufficient volume to warrant the investment, as in our New York-Philadelphia-Washington-Harrisburg lines," Mr. Greenough continued.

The 195-ton, 4,400-hp E-44 locomotive has a road-switcher-type body with two six-wheel trucks. The PRR is acquiring 66 units under a lease arrangement with General Electric.

They are to replace 90 P-5 and P-5a freight units, each rated at 3,750 hp, which were placed in service as the Pennsylvania electrified its New York-Washington and Philadelphia-Harrisburg, Pa., routes in the early 1930's. The PRR expects a sharp reduction in maintenance costs when the 66 new E-44 units have replaced the "outmoded" P-5 and P-5a locomotives. PRR also operates 139 streamlined GG-1 freight-and-passenger electrics and 10 freight electrics.

About ten years ago the PRR began to study the possibility of using direct-current traction motors on locomotives operating under its 11,000-volt, 25-cycle, alternating-current catenary system. Its P-5, P-5a, and GG-1 locomotives all have a-c traction motors. Initially, a Pennsy m-u car was equipped with mercury-arc ("ignitron") rectifiers and d-c motors. In 1951 two experimental road freight units with rectifiers and d-c traction motors were placed in service.

"The E-44 employs the recently proved ignitron rectifier tube method of transforming alternating current into direct current," Mr. Greenough said at a press conference held when the first unit reached Philadelphia. "This is an important efficiency measure, because a-c power can be transmitted over wires more readily than d-c, but a d-c traction motor is notably more efficient than an a-c motor. Development of the rectifier tube, which we have tested satisfactorily in experimental applications, opens the door to new progress in electric motive-power."

The E-44's road-switcher body is 69½ ft long. The cab, located near one end, is fitted with two control stands to simplify operation in either direction. All the E-44's will have electro-pneumatic controls, which will permit multiple-unit operation.

The short hood contains air-brake and train-control equipment. In the long hood, from the cab to the end of the unit, are the transformer, blowers, rectifiers, and air compressor.

Atop the cab roof are two pantagraphs of a type not previously used in this country. Only one is required for operation; the other is available as a spare. They are of a radical new design. Instead of the familiar diamond shape, they resemble a human arm with the "hand" sliding along the power wire and the "elbow" steadying it.

Each of the E-44's six-wheel trucks has three GE 752 d-c traction motors, a type widely used on diesel-electric locomotives. Driving wheels are 40 in. in diameter. Maximum starting tractive effort is 89,000 lb. Top speed is 70 mph.

high ball your freight car records, too!

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improves performance... reduces costs in these major areas of car accounting:

Simplified procedures. Far less handling of cards. All instructions for complete freight car accounting are under stored program control.

Earlier reports. The 1401 Tape System accepts input data at a rate equivalent to 30,000 fully punched 80-column cards per minute. Printing speed is up to 600 lines per minute—with blank paper skipped at 27,000 lines per minute.

Reduced file space. In the space required for a filing cabinet (capacity 66,000 cards), you can store 60 reels of tape—the equivalent of *77 million* 80-column cards.

And the 1401 makes today's car moves available *today*. Junction reporting is streamlined. Monthly file separation is fully automated. Month-end peak loads are eliminated.

The change-over from punched card methods is effected smoothly. Compact solid state design means low installation cost, minimum maintenance. And IBM Balanced Data Processing backs up the 1401 with all the supporting services you'll need. The 1401 Tape System may be purchased or leased.

Get the full facts today. Call your local IBM representative. Ask for General Information Manual on the 1401 for Railroad Freight Car Accounting.

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Significant 3 year

Total No. of Units in operation equipped with Cobra Shoes **7060** UP 470%

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No. of Passenger Cars, including commuter and subway, using Cobra Shoes **1397** UP 100%

No. of Locomotives in operation equipped with Cobra Shoes **1033** UP 2000%

No. of Freight Cars (all types) in operation using Cobra Shoes **4630** UP 400%

In the high utilization Piggyback Service, Cobra Shoes are becoming the Brake Shoe of choice

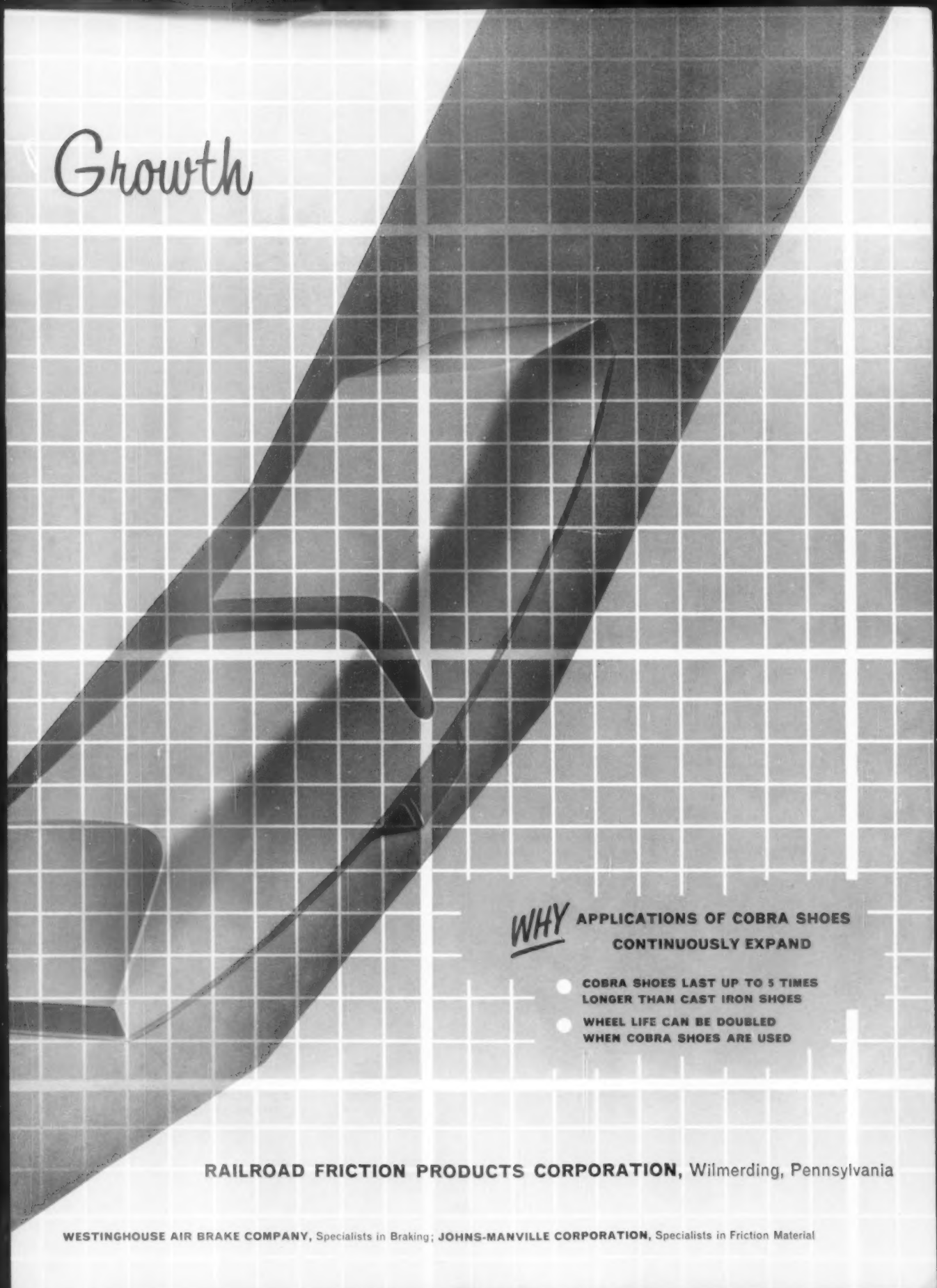
No. of Piggybacks in operation equipped with Cobra Shoes **1836**

(None Three Years Ago)

Comparisons based on installations existing in fourth quarter of 1957 and 1960.

THE COBRA SHOE . . . a product of the combined research facilities of

Growth



WHY APPLICATIONS OF COBRA SHOES CONTINUOUSLY EXPAND

- COBRA SHOES LAST UP TO 5 TIMES LONGER THAN CAST IRON SHOES
- WHEEL LIFE CAN BE DOUBLED WHEN COBRA SHOES ARE USED

RAILROAD FRICTION PRODUCTS CORPORATION, Wilmerding, Pennsylvania

WESTINGHOUSE AIR BRAKE COMPANY, Specialists in Braking; **JOHNS-MANVILLE CORPORATION,** Specialists in Friction Material

PROGRESS REPORT

SPENO

Here are the up-to-date facts on the SPENO Ballast Cleaning and the SPENO Rail Grinding Services.

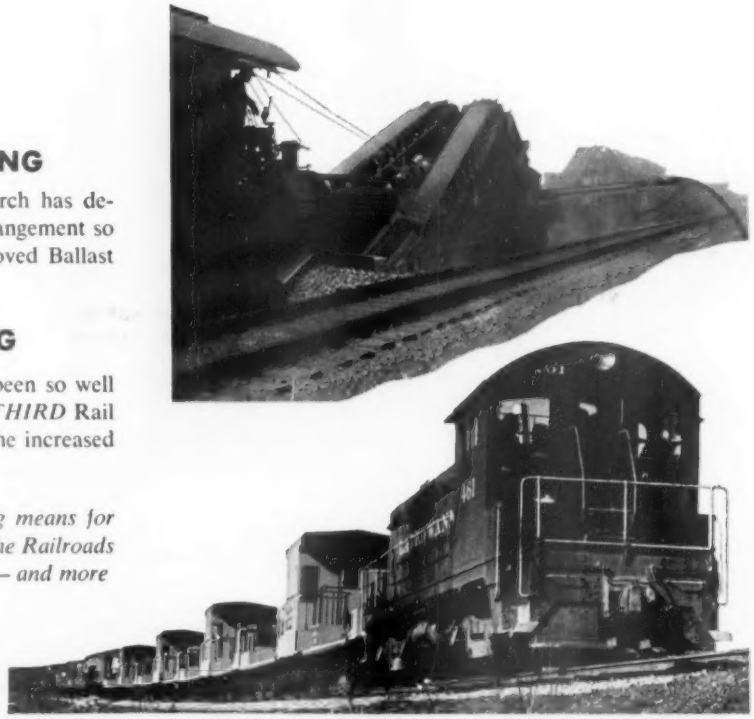
BALLAST CLEANING

SPENO Engineering and Research has developed a superior screening arrangement so that we are now using an improved Ballast Cleaner with greater efficiency.

RAIL GRINDING

Our Rail Grinding Service has been so well received we are now building a *THIRD* Rail Grinding Train to take care of the increased demand.

SPENO is constantly developing means for better service to make sure that the Railroads receive everything they pay for — and more



Just Ask the Railroads That have used us!

PROGRESS THROUGH RESEARCH
PRI MEMBER

FRANK SPENO RAILROAD BALLAST CLEANING CO., INC.

Clark Street
East Syracuse, N. Y.

306 North Cayuga St.
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How NP 'Trainees' Get Ahead

► **The Story at a Glance: Northern Pacific has the tools to build a crackerjack supervisory force for the future—provided it isn't stymied in getting the raw material onto the property. NP's problem is like that faced by most roads today: How to attract promising young men—either from colleges or from within the company itself—for an extended training program that forms the base from which a "graduate" can climb through the supervisory ranks.**

Once enrolled, trainees are sticking with it. NP hasn't yet lost a boy who's completed the 24-month training period. It's the initial enlistment that poses the problem.

Fourteen young men have agreed to invest two years in basic railroad training since Northern Pacific started its operating apprentice training course a few years ago. Two resigned before completing the course, two were dropped by NP, three are in training now—and the remaining seven are helping run the railroad.

Thus far, the program has produced two trainmasters, an assistant in the superintendent of transportation office, two assistant trainmasters, a roadmaster and an assistant to the director of purchasing. From a standpoint of results, NP is contented. It's the outlook for the program's future that poses the problem.

Last spring, NP drew a blank on attracting boys from the campus. But because the road has always been careful not to overlook possible candidates already on the property, the program hasn't faltered—the three men in training now came from the ranks. All are graduate engineers.

NP's standards are admittedly high. It's seeking civil, mechanical and electrical engineers, although business administration graduates with a transportation major are also eligible. Quite naturally, the railroad finds itself in competition with the "glamour" industries which often pay higher salaries (NP starts civil engineer trainees at $450 per month, with $25 increments each six months) and which usually offer graduate engineers more opportunity in the area of "pure" engineering than the railroad can.

It's taken work—but NP has kept plugging away, with Director of Personnel Guy M. deLambert making an annual canvass of the railroad and going on the road to conduct interviews in on-line and Big Ten schools. The road doesn't look for quantity. In all cases, NP has tried to restrict the program to the number of trainees for whom there'd be jobs available—four boys per year would just about meet the requirements.

The 104-week program itself is wide in scope. Part I, seven weeks, takes trainees into the general office at St. Paul for a general orientation covering 10 operational areas. Trainees are under the supervision of the assistant to the vice president—operations. Reports come in from two sources—from the trainee when he completes each assignment; and from each supervisor to whom he's been assigned.

Part II of the course runs 97 weeks—and it's strictly practical, on-the-job training out on a division and under the direction of a superintendent. The program starts with an orientation session with the superintendent and assistant superintendent (who serves as counselor for the trainee)—and then the apprentice begins his first assignment: 22 weeks with the division engineer.

During that first assignment, the trainee submits a written monthly report to the superintendent (with copies to the general manager and the VPO) on what instructions he's been given, what he's learned, what comments he may have. The division engineer submits a supervisory progress report to the same three officers.

During the remaining assignments—which put the trainee under the supervision of the assistant superintendent, division roadmaster, bridge and building supervisor and signal supervisor—monthly reports are required of the apprentice. In addition, the superintendent submits a monthly progress report and both the trainee and his specific work supervisor file reports at the close of each period of training.

NP never assigns more than one apprentice to a division. And it gives the superintendent latitude in arranging the training program to suit local conditions. However, the trainee's duty tour with the division engineer must be the first assignment.

The aim is to give the trainee work experience as varied as possible. Furthermore, NP tells its superintendents, it's "desirable that each apprentice, particularly at the beginning of the second year of the course, be given specific duties of a responsible nature to perform, and that he be required to perform actual work throughout the entire course, rather than merely observing how the work is done."

Assignments under supervision of the division engineer, for example, call for the trainee to make field surveys and prepare ballast profiles; compute and stake curve relining, by transit and string line methods; make surveys and work up information and plans for line changes and other grading jobs; make drainage surveys and recommendations for correction of drainage problems. When he's with the assistant superintendent, the apprentice learns operations, from yard switching to dispatching to locomotive and car maintenance. When he moves on to the M/W department, he gets 16 weeks with an extra gang foreman, 10 weeks with a B&B foreman—and plenty of work all around.

Closing item on the two-year program is a session with the rules examiner, at which time the trainee is checked out on operating, safety and other prescribed rules, and receives a certificate of examination.

Then he's a "graduate" ready to take on an assignment as an assistant (trainmaster, roadmaster, B&B supervisor) and start working up through the NP's operating organization.

NP'S 104-WEEK PROGRAM

Part I—General Orientation

DEPARTMENT	LENGTH (DAYS)
Vice President—Operations	2
Labor Relations	3
Safety and Fire Prevention	2
Communications	1
Engineering	10
Transportation	4
Mechanical	5
Stores	4
Inspector Train Dispatching and Transportation	4

Part II—On-the-job Training

SUPERVISOR	LENGTH (WEEKS)
Division engineer	22
Assistant superintendent (trainmaster, yardmaster, chief dispatcher, roundhouse foreman, car foreman, station agent)	28
(Vacation)	1
Division roadmaster (district roadmaster, roadmaster, track supervisor, section foreman, extra gang foreman)	29
Bridge and building supervisor (B&B foreman, water service foreman, assistant B&B supervisor)	16
Signal supervisor	1

'61 Annual Meetings Under Scrutiny

The AAR's economy drive (RA, Oct. 10, p. 10) is affecting the 1961 annual-meeting plans of the association's divisions and sections.

In a letter dated Oct. 7, AAR President Daniel P. Loomis asked executive vice chairmen and secretaries of divisions and sections to consider cancellation of 1961 meetings "unless there is a significant and overriding reason" for holding them.

One result of the cost-cutting campaign has been the decision to merge the Signal Section and the Communications Section, effective Jan. 1, and to abandon plans for a 1961 annual meeting.

While the fate of many of the other 1961 meetings remained in doubt last week, at least one large group—the American Railway Engineering Association—was going ahead with plans for next year. The AREA annual meeting will be held, as planned, March 7-9 in Chicago. A manufacturers' exhibit, sponsored by the National Railway Appliances Association, will run concurrently at Chicago's new lakefront exposition hall, McCormick Place. AAR approval for the AREA meeting came last week.

(Also still firm are plans for the Sept. 11-13 meeting of the Coordinated Mechanical Associations at Chicago's Sherman Hotel. Hotel and track exhibits will be offered by the Allied Railway Supply Association Sept. 10-13. The four coordinated mechanical associations—Air Brake Association, Car Department Officers' Association, Locomotive Maintenance Officers' Association, and Railway Fuel & Operating Officers' Association—are not AAR organizations.)

Meanwhile, these other economy moves are being effected by the AAR:

- The Electrical Section will be eliminated, and its functions restored to the Mechanical and Engineering Divisions, where they formerly were.
- The Medical and Surgical Section and the Fire Protection and Insurance Section will be eliminated. Railroad advisory committees will be created in these areas.
- The work of the Freight Loss and Damage Prevention Section will be consolidated with the work now being done by the Bureau for the Safe Transportation of Explosives.

Railroading  After Hours with Jim Lynch

BRAZIL'S RAILROADS—I've just returned from a couple of highly instructive weeks in Brazil, at the Pan-American Railway Congress—including a lot of looking over that country's railroads and equipment manufacturing plants.

Brazil has some really highly developed railroads—with a lot of equipment that compares on even terms with that of U.S. railroads. I visited a half-dozen equipment plants, four of them brand new and fully modern. One big railroad down there, the Paulista, is still in private ownership, is excellently equipped and maintained, and is earning substantial dividends. It is probably no coincidence that this particular railroad does not enter directly Brazil's biggest city, Sao Paulo—hence is not burdened with commuter traffic.

One commuter operation, that of the Central do Brasil in Rio, handles 600,000 passengers daily—at a fare of only a little over *one cent per passenger* for a ride up to 40 miles. Needless to say, the railroad is losing its shirt in this service.

GOOD RAILROADING—In Brazil, you can ride between the two biggest cities, Rio and Sao Paulo, on stainless steel trains that are practically duplicates of the best trains you'll find in North America. The ride is not a particularly fast one, but they're working to improve that—and railroad fares (unlike the situation in some parts of the U.S.) are substantially lower than those of the airlines.

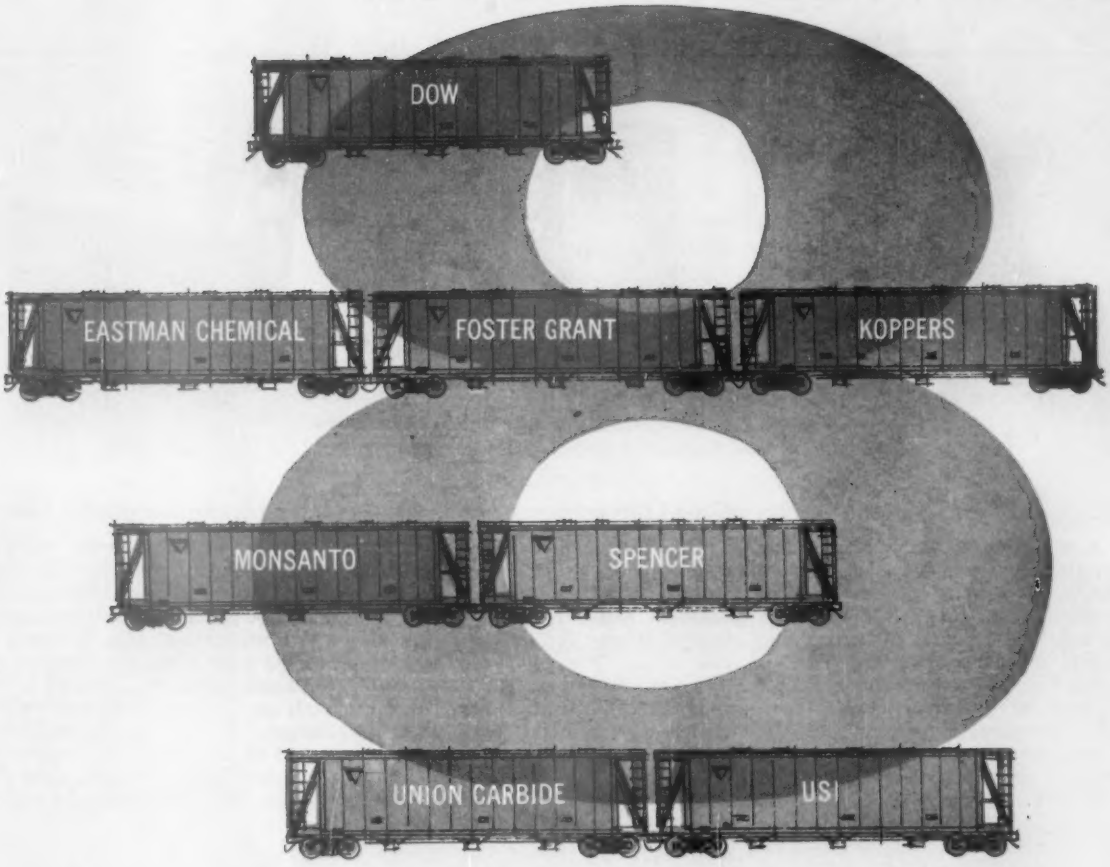
Railroad freight equipment in Brazil is much larger than I had expected to find it—although, on the average, not as large as in the U.S. But the old European-style chain coupler has been completely replaced by U.S.-style drawbars and vacuum brakes have given way to pneumatic. Tank cars looked to be pretty close to U.S. size. In fact, I saw several labeled at 70,000 liters—which figures out to around 18,000 gallons.

USA, BACKWARD NATION—We in the U.S. and Canada are so used to receiving railroad visitors from abroad that many of us have been tempted to believe that most of the real progress in railroading is confined to this continent.

That opinion probably has some basis in fact as far as technology is concerned--but, as my colleague Bob Lewis wrote in our October 24 issue (p. 35) from Japan—some other countries are showing far more discernment and maturity in dealing with the political and economic aspects of transportation than the U.S. has done. As far as a rational national transportation policy is concerned, the U.S. is backward almost to the point of illiteracy. Visitors from abroad can learn things in this area from us—but mostly from our mistakes.

3-MAN TRAIN CREWS—In most countries where wage rates are a fraction of those in North America, you expect to (and do) see a larger use of manpower on jobs which have been more highly mechanized on our continent. But in one area, at least—train service—Brazil's railways are less liberal in their use of labor than we are. They operate freight trains with crews of three men—two men in the engine cab and one trainman. On one railroad that I rode on they do not use cabooses—the single trainman rides out in the open (the climate being tropical, of course). But on other railroads I saw cabooses (of the European "brake van" type). They pay their train crews on an hourly basis, not by the mile.

Trains are not operated by train orders, but by signal indication (with single track under the train-staff system). But CTC is being widely adopted. There is a lot of steam power still in use—much of it using wood for fuel. Strangely enough, it is in switching operations where steam power still predominates (contrary to our experience, where switching was usually the first operation to be dieselized).



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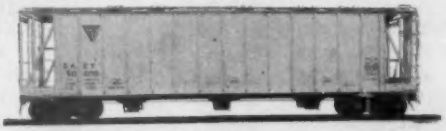


The Dry-Flo® car provides maximum sanitation and full protection for materials that require careful handling.

New Products Report

Personal Paging System

A radio system capable of providing selective voice communications to more than 7,500 persons operates on VHF bands of 25-54 and 144-174 mc. When an individual is paged, an alerting tone sounds in his transistorized Handie-Talkie Receiver, which operates from a rechargeable battery or mercury cells. The voice message follows. Privacy is maintained since no other paging receiver is alerted. *Motorola Inc., Dept. RA, 4501 Augusta Blvd., Chicago 51.*

Data Converter

The D300 solid state data converter converts information between punched paper tape and magnetic tape, in either direction, at a rate of 3,000 words per minute. It may also have a card input and output. The completely self-contained off-line unit operates from a 120-volt, 60-cycle, 30-ampere line. The unit accepts data from the input, stores it, then feeds the data to the output. *Digitronics Corp., Dept. RA, Albertson Ave., Albertson, Long Island, N. Y.*

Radio Has Rechargeable Battery

A new portable two-way radio includes a battery charger. A rechargeable nickel cadmium battery enables the unit to be placed on constant charge on a shelf while awaiting use. It may be recharged from a car's 12-volt dc cigarette lighter outlet or a 117-volt ac outlet. It can be used for two days between charges. The radio can be operated in the 25-54 or 144-174 mc frequencies. *General Electric, Section P, Dept. RA, PO Box 4197, Lynchburg, Va.*

Power Derrick

A new corner-mounted power derrick, for working in congested areas, has a horizontal sweep of 110 deg. to permit boring and pole setting behind and to the curbside of the truck. Holes up to 30 in. in diameter can be bored as deep as 8 ft without using an auger extension, and 12-ft holes can be bored with an auger extension. Known as the 7500, the derrick will handle 70-ft poles. *Holan Corp., Dept. RA, 4100 W. 150th St., Cleveland 34, Ohio.*

Automatic Letter Writer

A device called an Auto-typist attaches to electric or manual typewriters to type standard or oft-repeated data. The operator inserts paper and pushes a numbered key for the desired recorded message. The machine will stop automatically for the operator to insert specific data in an otherwise standard paragraph. It is said to operate 2 to 3 times as fast as a typist. *American Automatic Typewriter Co., 2323 North Pulaski Rd., Chicago 39, Ill.*

Teleprinter Cleaner

Two sizes of teleprinter ultrasonic cleaning equipment feature 5-gallon and 24-gallon tank capacities. Model 500 (5-gallon) uses 42 kc sound and weighs about 40 lb. The cleaning tank measures 14 in. long, 9 in. wide and 9¾ in. deep. The 24-gallon cleaner has a tank size of 16 in. deep, 20 in. wide and 20 in. long. This unit weighs 130 lb. Both operate on 115 volts, 60-cycle ac. *Princeton Div., Curtiss-Wright Corp., Dept. RA, Box 110, Princeton, N.J.*

Between-Car Weather Guard

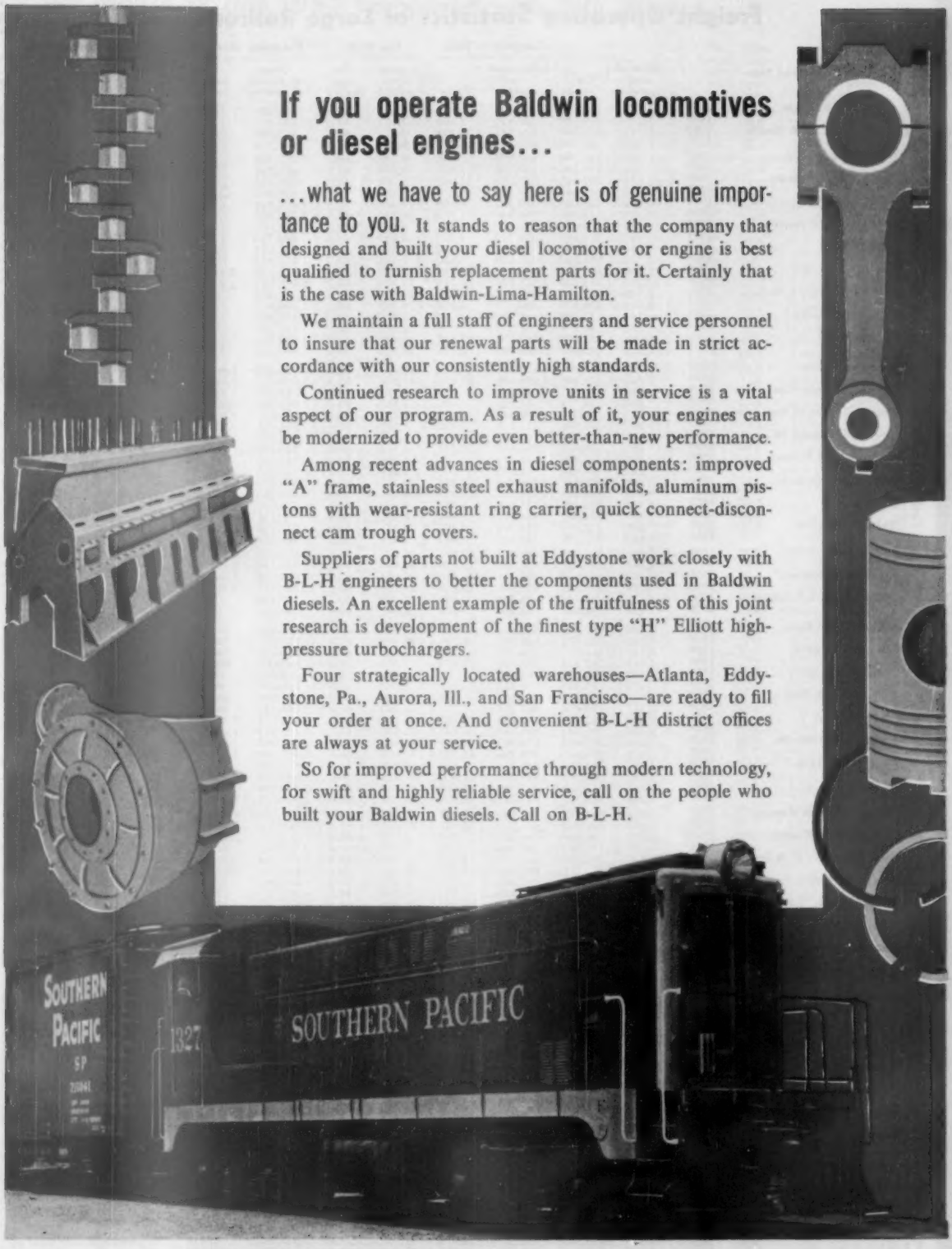
A new portable car-to-car weather protector fits between wood or steel box cars. It is said to provide maximum overhead and side protection regardless of width, height or distance between cars. The inverted V aluminum frame with a Fro-prene nylon cover is self-locking and supported with tension springs. Side curtains, fastened inside the car, are adjustable. *Frommelt Industries, Inc., Dept. RA, Dubuque, Iowa.*

Data Transmission Multiplex

New data transmission multiplex equipment is capable of transmitting 62,000 characters per second over a microwave relay system. It converts data from parallel to serial form, working from a magnetic tape input. A timing pulse is inserted after transmission of all bits in a character. The equipment utilizes a single wide band subcarrier channel to achieve the high speed transfer. *Motorola Inc., Dept. RA, 4501 West Augusta Blvd., Chicago 51, Ill.*

Car Lining Materials

Kem Cati-Coat No. 9 and Carclad No. 9 liners comply with Food Additives Amendment of 1958. Both may be used to line hopper cars and storage bins used in transport and storage of meals, grains, processed foodstuffs, and chemicals. Carclad has been approved by Dept. of Agriculture, Meat Inspection Div., for surfaces in contact with meat and shortening products. *Industrial Maintenance Div., Sherwin Williams Co., Dept. RA, Cleveland 1.*



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Freight Operating Statistics of Large Railroads—Selected Items

Region, Road and Year		Miles of road operated	Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (thousands)	Car Miles: Per cent loaded	Ton-miles (thousands): Gross excl.locos & tenders	Ton-miles (thousands): Net rev. and non-rev	Road-locos. on lines: Serviceable: Unstored	Road-locos. on lines: Serviceable: Stored	Road-locos. on lines: B.O.	Road-locos. on lines: Per cent B.O.
New Eng. Region	Boston & Maine	1960	1,549	200,198	200,198	2,410	6,524	58.4	476,983	188,876	67	12	13	14.1
		1959	1,559	207,578	207,676	3,506	7,022	61.2	489,011	191,744	71	11	27	24.8
	N. Y., N. H. & Hartfd	1960	1,719	213,298	213,315	10,791	7,773	60.5	533,905	206,363	57	..	12	17.4
		1959	1,739	245,786	245,786	14,218	8,925	61.4	605,314	239,937	66	..	13	16.5
Great Lakes Region	Delaware & Hudson	1960	763	143,554	143,909	445	6,336	60.8	457,416	217,451	36	2	6	13.6
		1959	764	139,835	140,736	1,081	6,640	61.5	473,100	235,339	30	6	3	7.7
	Del., Lack. & Western	1960	941	207,671	212,283	11,047	8,383	60.6	603,231	239,212	50	4	8	12.9
		1959	918	217,367	222,210	9,679	8,731	59.6	620,892	240,750	55	1	5	8.2
	Erie	1960	2,239	481,645	483,444	8,900	14,324	66.3	1,574,848	604,066	161	7	6	3.4
		1959	2,199	544,051	546,049	11,734	26,363	61.2	1,769,265	638,244	171	..	3	1.7
	Grand Trunk Western	1960	951	194,637	194,637	1,056	6,060	58.1	438,667	171,943	40	6	4	8.0
		1959	951	220,673	221,714	1,298	6,647	57.8	489,735	192,855	50	6	21	27.3
	Lehigh Valley	1960	1,114	173,961	174,693	3,026	7,138	61.9	504,603	221,337	30	..	4	11.8
		1959	1,114	181,802	183,899	3,680	7,574	62.2	526,299	228,299	30	..	4	11.8
	New York Central	1960	10,326	1,817,456	1,832,969	88,042	72,735	55.6	5,886,750	2,420,802	396	20	53	11.3
		1959	10,387	1,914,533	1,925,506	80,794	76,014	54.9	6,060,987	2,415,677	450	..	49	9.8
	New York, Chic. & St. L.	1960	2,155	552,647	552,647	5,393	24,468	62.1	1,819,605	785,269	108	25	3	2.2
		1959	2,155	580,377	580,377	4,213	24,790	60.1	1,830,614	759,538	102	30	6	4.3
	Pitts. & Lake Erie	1960	220	42,283	42,283	....	1,875	59.0	189,343	113,023	16	..	2	11.1
		1959	221	41,374	41,274	....	1,586	50.0	162,720	86,101	14	8	..	..
	Wabash	1960	2,400	358,273	360,170	3,448	16,822	62.7	1,208,809	501,693	113	..	2	1.7
		1959	2,379	480,007	480,445	3,714	19,324	59.9	1,402,239	549,395	113	..	4	3.4
Central Eastern Region	Baltimore & Ohio	1960	5,793	1,188,491	1,252,247	71,318	48,055	58.3	3,996,084	1,866,050	369	40	32	7.3
		1959	5,802	1,220,489	1,299,490	81,061	51,274	57.4	3,979,895	1,786,402	390	60	22	4.7
	Bessemer & Lake Erie	1960	203	44,553	46,244	126	1,745	58.9	210,555	135,499	12	..	..	..
		1959	203	39,774	41,194	84	1,387	54.5	169,095	104,535	13	..	..	..
	Central RR Co. of New Jersey	1960	593	97,454	98,620	4,541	3,280	61.0	259,487	133,172	58	3	1	1.6
		1959	597	109,936	111,178	5,732	3,993	62.7	294,551	150,682	65	..	4	5.8
	Chicago & Eastern Ill.	1960	863	102,318	102,318	2,164	4,719	59.7	384,919	192,728	27	..	4	12.9
		1959	863	106,046	106,046	2,297	4,474	60.7	345,742	166,259	25	..	2	7.4
	Elgin, Joliet & Eastern	1960	205	50,836	51,579	....	1,645	59.8	142,241	77,979	42	5	1	2.1
		1959	205	51,015	51,193	....	1,616	56.1	134,332	66,504	39	5	..	..
	Pennsylvania System	1960	9,809	2,429,542	2,550,436	152,454	99,743	61.4	7,695,529	3,577,369	679	7	71	9.4
		1959	9,865	2,546,663	2,657,783	157,331	100,437	59.4	7,582,084	3,320,352	701	5	72	9.3
	Reading	1960	1,302	233,489	234,038	5,789	8,098	54.8	718,022	356,118	117	27	19	11.7
		1959	1,302	234,249	234,811	5,545	8,266	53.9	726,141	349,847	132	4	34	20.0
	Western Maryland	1960	841	112,359	114,498	4,791	4,345	58.0	387,949	205,557	40	2	1	2.3
		1959	844	117,279	119,537	4,814	4,021	56.2	361,520	185,574	30	3	1	2.9
Pocahontas Region	Chesapeake & Ohio	1960	5,060	1,066,403	1,068,010	18,877	46,102	56.4	4,115,898	2,192,514	588	..	41	6.5
		1959	5,061	1,035,928	1,038,083	17,733	43,003	53.5	3,782,244	1,988,923	586	13	33	5.2
	Norfolk & Western*	1960	2,722	640,609	650,471	19,315	30,623	52.6	3,049,828	1,619,400	158	4	9	5.3
		1959	2,724	620,232	638,052	26,436	29,190	53.0	2,840,585	1,484,509	197	37	27	10.3
	Rich., Fred. & Potomac	1960	110	34,544	34,544	644	2,090	59.7	149,458	59,709	13	1	1	6.7
		1959	110	33,366	33,366	674	2,047	61.9	140,594	55,419	14	1	..	..
Southern Region	Atlantic Coast Line	1960	5,563	622,653	622,653	5,978	21,904	57.0	1,696,686	756,786	112	18	1	.8
		1959	5,602	645,302	645,302	6,296	22,369	57.8	1,731,851	786,738	113	13	2	1.6
	Central of Georgia	1960	1,712	165,750	165,750	1,783	6,461	63.3	500,356	243,322	32	..	1	3.0
		1959	1,712	192,248	192,248	1,973	7,096	63.0	545,069	263,502	35	..	1	2.8
	Florida East Coast	1960	572	63,650	63,650	....	2,408	54.4	199,453	76,946	49	6	4	6.8
		1959	572	79,033	79,033	....	2,760	53.9	226,477	88,530	51	..	4	7.3
	Gulf, Mobile & Ohio	1960	2,717	253,424	253,424	110	12,848	64.2	937,688	443,607	86	..	5	5.5
		1959	2,717	263,254	263,254	....	13,850	65.1	988,331	465,918	84	..	7	7.7
	Illinois Central	1960	6,500	922,393	922,393	24,181	39,516	60.2	2,952,271	1,349,016	170	6	62	26.1
		1959	6,439	990,740	990,740	26,601	41,846	60.7	3,102,941	1,415,763	184	30	161	42.9
	Louisville & Nashville	1960	5,666	873,658	874,081	14,969	30,661	59.5	2,463,705	1,205,819	167	..	3	1.8
		1959	5,679	838,607	839,266	13,222	31,056	60.6	2,402,389	1,172,897	161	..	6	3.6
	Seaboard Air Line	1960	4,133	544,554	544,554	1,654	19,817	55.6	1,617,869	712,906	126	..	5	3.8
		1959	4,135	575,594	575,594	1,013	20,916	58.0	1,648,082	752,679	137	..	3	2.1
	Southern	1960	6,242	817,659	817,789	10,635	34,657	63.1	2,486,854	1,344,299	198	3	5	2.4
		1959	6,243	847,151	847,317	8,979	37,281	63.8	2,587,925	1,195,824	198	1	3	1.5
Northwestern Region	Chicago & North Western	1960	9,244	881,702	881,702	9,037	32,704	50.0	2,587,710	1,106,448	182	..	15	7.6
		1959	9,250	901,242	901,242	11,981	31,013	57.3	2,600,166	1,093,664	157	22	14	7.3
	Chicago Great Western	1960	1,437	136,040	136,040	212	6,718	63.0	499,303	233,070	24	..	3	11.1
		1959	1,437	139,500	139,500	176	7,117	63.5	525,601	245,687	25	..	2	7.4
	Chic., Milw., St. P. & Pac.	1960	10,590	796,659	802,857	8,127	34,742	59.9	2,603,249	1,131,136	160	14	3	1.7
		1959	10,583	877,096	885,408	13,377	38,642	60.1	2,824,618	1,227,397	335	8	5	1.4
	Duluth, Missabe & Iron Range	1960	575	116,790	117,032	252	6,494	50.4	692,041	421,733	71	30	2	1.9
		1959	557	66,829	66,918	424	3,096	48.9	321,133	200,484	61	15	6	7.3
	Great Northern	1960	8,277	890,396	893,898	25,327	38,006	62.9	2,919,403	1,409,503	282	4	5	1.7
		1959	8,281	978,249	982,570	21,564	41,548	61.7	3,194,092	1,504,962	274	5	10	3.5
	Minn., St. P. & S. Ste. Marie	1960	4,168	337,835	338,108	55	12,402	65.9	856,284	401,884	91	..	1	1.1
		1959	4,169	360,350	361,060	516	12,915	61.3	868,529	412,908	90	8	3	3.0
	Northern Pacific	1960	6,510	732,811	739,669	11,950	29,966	63.3	2,110,394	929,432	249	4	12	4.5
		1959	6,533	842,473	849,955	11,105	33,770	60.1	2,470,363	1,067,509	241	..	5	2.0
	Spokane, Portland & Seattle	1960	935	128,712	128,712	942	5,302	74.2	345,246	162,516	12	..	..	..
		1959	935	142,995	142,995	1,258	5,763	71.2	383,444	177,196	56	..	1	1.8
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)	1960	12,970	2,500,129	2,576,245	30,807	105,239	62.6	7,780,210	3,059,346	708	1	31	4.2
		1959	12,996	2,784,743	2,945,790	58,981	110,174	59.8	8,223,992	3,041,134	634	..	29	4.4
	Chic., Burl. & Quincy	1960	8,619	1,007,826	1,006,556	23,012	42,061	62.3	3,061,209	1,359,992	140	1	52	26.9
		1959	8,652	1,091,971	1,091,759	25,148	43,578	59.2	3,188,252	1,338,511	139	9	71	32.4
	Chic., Rock I. & Pac.	1960	7,525	1,023,523	1,021,665	1,992	38,736	59.1	3,011,224	1,284,463	202	..	4	1.9
		1959	7,508	1,063,021	1,060,769	2,242	37,789	57.9	2,948,406	1,244,620	186	..	9	4.6
	Denver & R. G. Western	1960	2,128	259,094	273,750	22,945	12,326	71.2	868,154	412,807	78	6	7	7.7
		1959	2,128	261,862	277,293	25,505	12,374	71.8	832,318	379,112	77	5	11	11.8
	Southern Pacific	1960	7,913	2,246,990	2,337,311	142,050	99,409	61.2	7,191,322	2,843,233	771	1	28	3.5
		1959	8,011	2,320,039	2,418,396	143,934	101,357	60.9	7,318,878	2,857,227	718	..	19	2.6
	Union Pacific	1960	9,746	2,017,563	2,038,459	47,592	94,850	62.8	6,554,793	2,637,876	347	36	74	16.2
		1959	9,743	2,327,488	2,346,122	51,998	101,225	60.3	7,036,568	2,713,023	343	13	99	21.8
	Western Pacific	1960	1,188	263,221	269,262	15,749	10,207	67.8	690,126	306,199	49	..	3	5.8
		1959	1,188	265,532	270,266	18,923	10,353	66.7	678,704	282,704	44	..	2	4.3
Southwestern Region	Kansas City Southern	1960	886	126,460	126,492	35	7,438	65.3	568,917	269,301	24	..	2	7.7
		1959	886	121,141	121,141	302	7,605	63.0	573,679	256,252	24	..	1	4.0
	Louisiana & Arkansas	1960	746	76,105	76,105	13	3,513	63.4	282,682	136,203	19	..	..	..
		1959	746	84,967	84,967	60	3,722	62.1	295,613	136,975	17	..	..	..
	Mo.-Kans.-Texas Lines	1960	2,915	250,739	250,739	2,173	10,538	62.4	825,970	393,026	73	..	..	..
		1959	2,916	221,032	221,032	2,122	10,310	60.5	785,793	353,470	62	..	..	..
	Missouri Pacific	1960	9,413	1,170,540	1,170,540	8,901	51,869	61.9	3,899,524	1,825,694	216	1	13	5.7
		1959	9,423	1,155,265	1,155,265	8,974	51,048	61.8	3,822,382	1,743,148	217	7	12	5.1
	St. Louis-San Francisco	1960	4,505	568,510	568,510	5,398	21,872	66.4	1,504,992	696,264	77	16	19	17.0
		1959	4,528	577,604	577,604	5,669	22,670	63.7	1,589,643	718,284	94	..	14	13.0
	St. Louis Southw. Lines	1960	1,554	314,855	314,855	3,602	13,720	69.8	890,119	397,896	49	..	1	2.0
		1959	1,554	338,840	338,840	4,404	14,578	69.0	950,842	425,040	52	..	1	1.9
	Texas & New Orleans	1960	4,078	547,499	547,499	58	24,286	63.4	1,768,711	813,988	123	..	2	1.6
		1959	4,148	649,046	649,046	1,820	27,480	62.8	2,019,313	928,121	142	..	1	.7
	Texas & Pacific	1960	1,819	258,996	258,996	2,503	12,068	63.4	893,802	357,730	38	..	1	2.6
		1959	1,822	293,265	293,265	2,704	12,211	61.5	908,179	350,961	38	..	2	5.0

For the Month of July 1960 Compared with July 1959

Region, Road and Year		Freight cars on line: Home	Foreign	Total	Per Cent B.O.	G.t.m.per train-hr. exc.locos and tenders	G.t.m.per train-mi. excl.locos and tenders	Net ton-mi. per train-mile	Net ton-mi. per f'd car-mile	Net ton-mi. per car-day	Cars-miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
New Eng. Region	Boston & Maine 1960	2,288	6,140	8,428	4.1	38,247	2,386	945	29.0	675	39.9	3,933	16.1	78.7
	1959	2,039	6,940	8,979	4.0	37,072	2,361	926	27.3	651	39.0	3,967	15.7	71.8
	N. Y., N. H. & Hartfd. 1960	4,143	12,706	16,849	8.9	39,031	2,503	967	26.5	383	23.9	3,873	15.6	119.4
	1959	3,307	11,672	14,979	7.6	38,084	2,463	976	26.9	470	28.5	4,451	15.5	127.1
Great Lakes Region	Delaware & Hudson 1960	5,242	3,271	8,963	10.4	61,078	3,203	1,523	34.3	791	37.9	9,193	19.2	118.7
	1959	5,186	4,316	9,502	8.6	59,878	3,401	1,692	35.4	870	39.9	9,937	17.7	125.8
	Del., Lack. & Western 1960	5,303	7,443	12,746	13.5	53,716	2,948	1,169	28.5	592	34.2	8,200	18.5	128.3
	1959	6,260	6,745	13,005	13.0	50,780	2,895	1,123	27.6	560	34.1	8,460	17.8	137.0
	Erie 1960	11,277	13,068	24,345	11.8	68,231	3,299	1,266	24.8	786	47.7	8,703	20.9	101.0
	1959	12,928	12,409	25,337	7.2	67,411	3,279	1,183	24.2	803	54.2	9,363	20.7	114.7
	Grand Trunk Western 1960	6,081	6,673	12,754	8.3	53,712	2,260	886	28.4	441	26.7	5,832	23.8	148.1
	1959	5,800	8,422	14,222	6.4	47,317	2,227	877	29.0	449	26.8	6,542	21.3	99.5
	Lehigh Valley 1960	6,973	7,213	14,186	16.1	63,368	2,925	1,283	31.0	501	26.1	6,409	21.8	186.3
	1959	6,303	6,318	12,621	11.2	62,093	2,919	1,266	30.1	557	29.7	6,611	21.4	196.0
	New York Central 1960	64,692	64,075	128,767	10.7	58,363	3,274	1,346	33.3	606	32.7	7,563	18.0	144.5
	1959	56,547	67,411	123,958	8.4	55,034	3,196	1,274	31.8	608	34.9	7,502	17.4	150.8
	New York, Chic. & St. L. 1960	10,894	13,480	24,374	13.5	58,540	3,339	1,441	32.1	1,015	50.9	11,755	17.8	146.0
	1959	10,986	11,778	22,764	14.9	57,089	3,194	1,325	30.6	1,036	56.3	11,369	18.1	152.5
	Pitts. & Lake Erie 1960	8,428	3,372	11,800	11.0	72,021	4,491	2,680	60.3	299	8.4	16,572	16.1	81.7
	1959	3,969	4,615	8,584	8.3	59,192	3,936	2,083	54.3	275	10.1	12,568	15.1	71.7
	Wabash 1960	9,500	10,040	19,540	9.3	78,433	3,384	1,405	29.8	829	44.3	6,743	23.2	107.7
	1959	9,640	6,918	16,558	8.8	72,448	2,935	1,150	28.4	1,064	62.5	7,450	24.8	144.4
Central Eastern Region	Baltimore & Ohio 1960	63,030	29,283	92,313	19.7	56,389	3,415	1,595	38.8	654	28.9	10,391	16.8	100.3
	1959	67,819	27,903	95,722	18.3	52,888	3,303	1,482	34.8	632	31.6	9,932	16.2	98.6
	Bessemer & Lake Erie 1960	4,698	1,204	5,902	10.3	76,316	5,266	3,389	77.6	601	13.1	21,532	16.1	140.5
	1959	7,942	1,083	9,025	5.6	76,238	4,538	2,508	75.4	458	11.2	16,611	17.9	103.5
	Central RR Co. of New Jersey 1960	4,272	9,547	13,819	20.1	40,494	2,757	1,415	40.6	294	11.9	7,244	15.2	74.3
	1959	4,134	9,201	13,335	16.9	39,169	2,786	1,425	37.7	342	14.5	8,142	14.6	81.6
	Chicago & Eastern Ill. 1960	3,217	2,383	5,600	17.7	66,595	3,790	1,897	40.8	990	40.6	7,204	17.7	110.5
	1959	3,927	2,869	6,796	18.3	58,255	3,290	1,582	37.2	828	36.7	6,215	17.9	125.4
	Elgin, Joliet & Eastern 1960	7,698	5,727	13,425	6.4	23,326	2,906	1,593	47.4	185	6.5	12,270	8.3	48.2
	1959	7,260	5,310	12,570	4.6	21,316	2,755	1,364	41.2	147	6.4	10,465	8.1	50.0
	Pennsylvania System 1960	111,303	85,317	196,620	13.5	55,945	3,268	1,519	35.9	597	27.1	11,765	17.7	124.6
	1959	115,851	83,297	199,148	17.0	52,897	3,058	1,339	33.1	538	27.4	10,857	17.8	124.9
	Reading 1960	14,559	12,631	27,190	15.8	48,326	3,075	1,525	44.0	413	17.1	8,823	15.7	65.1
	1959	20,704	13,775	34,479	19.8	47,309	3,100	1,493	42.3	334	14.7	8,668	15.3	55.6
	Western Maryland 1960	8,158	2,835	10,993	7.4	50,959	3,486	1,847	47.3	612	22.3	7,885	14.8	101.0
	1959	8,531	2,943	11,474	4.7	46,811	3,143	1,613	46.2	567	21.9	7,093	15.2	128.1
Pocahontas Region	Chesapeake & Ohio 1960	65,335	25,361	90,696	6.5	63,471	3,881	2,067	47.6	764	28.5	13,978	16.4	60.1
	1959	66,261	30,130	96,391	6.4	60,085	3,669	1,929	46.3	684	27.6	12,677	18.6	58.4
	Norfolk & Western* 1960	52,973	7,440	60,413	2.2	85,862	4,836	2,568	52.9	862	31.0	19,191	18.0	136.7
	1959	56,811	9,569	66,380	2.8	82,484	4,658	2,434	50.9	771	28.6	17,580	18.0	90.9
	Rich., Fred. & Potomac 1960	158	1,160	1,138	2.6	95,439	4,336	1,732	28.6	1,591	93.2	17,510	22.1	79.5
	1959	117	1,034	1,151	3.0	90,647	4,220	1,663	27.1	1,613	96.3	16,252	21.5	79.3
Southern Region	Atlantic Coast Line 1960	20,553	14,086	34,639	4.4	48,462	2,731	1,218	34.6	698	35.5	4,388	17.8	172.8
	1959	19,538	16,288	35,826	3.8	45,753	2,691	1,222	35.2	714	35.1	4,530	17.0	186.2
	Central of Georgia 1960	4,036	4,587	8,623	5.4	54,582	3,024	1,471	37.7	897	37.6	4,585	18.1	176.3
	1959	3,446	5,579	9,025	3.7	49,919	2,840	1,373	37.1	901	38.5	4,965	17.6	193.0
	Florida East Coast 1960	741	2,341	3,082	.6	52,515	3,134	1,289	32.0	743	42.8	4,339	16.8	38.8
	1959	593	2,651	3,244	.5	46,581	2,866	1,120	32.1	872	50.4	4,993	16.3	51.8
	Gulf, Mobile & Ohio 1960	7,246	9,196	16,442	6.7	73,556	3,702	1,751	34.5	847	38.2	5,267	19.9	97.4
	1959	7,051	9,493	16,544	5.1	72,864	3,756	1,771	33.6	908	41.5	5,532	19.4	101.0
	Illinois Central 1960	26,046	23,413	49,459	2.6	60,898	3,218	1,471	34.1	877	42.7	6,695	19.0	138.5
	1959	26,645	19,718	46,363	4.8	59,473	3,149	1,437	33.8	967	47.1	7,093	19.0	94.4
	Louisville & Nashville 1960	38,797	16,556	55,353	11.0	55,684	2,832	1,386	39.3	717	30.6	6,865	19.7	184.9
	1959	36,624	14,628	51,252	8.7	50,580	2,872	1,402	37.8	746	32.6	6,662	17.7	181.5
	Seaboard Air Line 1960	17,670	11,870	29,540	3.8	55,370	3,021	1,331	36.0	766	38.3	5,564	18.6	161.2
	1959	17,090	12,028	29,118	3.2	54,062	2,909	1,328	36.0	826	39.6	5,872	18.9	157.1
	Southern 1960	21,279	29,484	50,763	3.7	54,266	3,047	1,647	38.8	855	35.0	6,947	17.8	144.6
	1959	19,572	26,542	46,114	4.6	55,280	3,059	1,413	32.1	825	40.3	6,179	18.1	151.9
Northwestern Region	Chicago & North Western 1960	22,379	31,324	53,703	8.1	49,205	2,944	1,259	33.8	700	35.7	3,861	16.8	158.9
	1959	23,853	25,083	48,936	5.5	54,999	2,894	1,217	35.3	667	36.4	3,814	19.0	172.1
	Chicago Great Western 1960	1,958	4,552	6,510	3.8	67,282	3,673	1,715	34.7	1,169	53.5	5,232	18.3	176.9
	1959	2,262	4,448	6,710	3.2	70,339	3,771	1,763	34.5	1,243	56.7	5,515	18.7	180.3
	Chic., Milw., St. P. & Pac. 1960	29,570	25,896	55,466	5.6	66,118	3,282	1,426	32.6	688	35.3	3,446	20.2	161.0
	1959	30,218	24,636	54,854	4.8	63,907	3,227	1,402	31.8	734	38.5	3,741	19.8	92.0
	Duluth, Missabe & Iron Range. 1960	13,171	1,121	14,292	.9	106,206	6,366	3,880	64.9	971	29.7	23,660	17.9	44.9
	1959	13,684	367	14,051	2.3	87,502	5,170	3,227	64.8	488	15.4	11,611	18.2	30.4
	Great Northern 1960	24,920	18,620	43,540	3.3	64,036	3,331	1,608	37.1	1,046	44.9	5,493	19.5	111.5
	1959	25,127	24,596	49,723	3.0	63,884	3,304	1,557	36.2	1,064	47.6	5,862	19.6	123.9
	Minn., St. P. & S. Ste. Marie 1960	7,546	6,144	13,690	8.6	50,184	2,535	1,190	32.4	963	45.1	3,110	19.8	124.1
	1959	7,285	7,958	15,243	4.3	49,278	2,432	1,156	32.0	923	47.1	3,195	20.4	127.3
	Northern Pacific 1960	19,534	15,303	34,837	3.5	61,981	2,882	1,269	31.0	883	44.9	4,605	21.5	97.0
	1959	18,574	19,624	38,198	3.4	61,188	2,935	1,268	31.6	976	51.4	5,271	20.9	119.8
	Spokane, Portland & Seattle 1960	1,536	3,823	5,359	3.1	38,339	2,705	1,273	30.7	954	42.0	5,607	14.3	242.1
	1959	1,347	4,617	5,964	3.0	39,579	2,693	1,245	30.7	1,037	47.4	6,113	14.8	94.0
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) 1960	54,891	33,275	88,166	5.7	75,513	3,121	1,227	29.1	1,102	60.5	7,609	24.3	123.2
	1959	55,363	32,399	87,762	3.6	72,471	2,961	1,095	27.6	1,055	63.9	7,549	24.5	158.2
	Chic., Burl. & Quincy 1960	27,891	26,906	54,797	4.6	64,580	3,046	1,353	32.3	858	42.6	5,090	21.3	184.8
	1959	23,195	19,043	42,238	3.2	62,069	2,926	1,228	30.7	1,029	56.6	4,990	21.3	170.8
	Chic., Rock I. & Pac. 1960	15,891	24,078	39,969	5.9	59,077	2,952	1,259	33.2	1,039	53.0	5,506	20.1	173.9
	1959	15,605	21,743	37,348	5.3	56,560	2,783	1,175	32.9	995	52.2	5,348	20.4	188.5
	Denver & R. G. Western 1960	9,024	7,181	16,205	5.3	70,951	3,355	1,596	33.5	863	36.2	6,258	21.2	109.8
	1959	9,454	6,864	16,318	5.2	68,986	3,186	1,451	30.6	802	36.4	5,747	21.7	109.0
	Southern Pacific 1960	30,054	40,772	70,826	2.0	72,506	3,234	1,279	28.6	1,312	75.0	11,591	22.7	110.8
	1959	34,110	49,640	83,750	2.5	66,439	3,190	1,245	28.2	1,123	65.4	11,505	21.1	122.4
	Union Pacific 1960	33,480	32,307	65,787	2.3	91,404	3,272	1,317	27.8	1,318	75.5	8,731	28.1	153.2
	1959	34,213	33,385	67,598	1.8	84,106	3,047	1,175	26.8	1,324	81.9	8,983	27.8	175.9
	Western Pacific 1960	2,654	2,818	5,472	4.1	74,287	2,632	1,168	30.0	1,860	91.4	8,314	28.3	182.1
	1959	2,868	2,878	5,746	2.5	73,564	2,566	1,069	27.3	1,620	88.9	7,676	28.8	209.2
Southwestern Region	Kansas City Southern 1960	2,301	5,370	7,671	4.4	92,960	4,516	2,138	36.2	1,132	47.9	9,805	20.7	201.1
	1959	2,268	5,663	7,931	5.0	94,185	4,754	2,123	33.7	1,025	48.3	9,330	19.9	200.6
	Louisiana & Arkansas 1960	1,830	3,408	5,238	5.9	77,320	3,714	1,790	38.8	840	34.2	5,890	20.8	161.8
	1959	1,950	3,269	5,219	6.3	68,208	3,492	1,618	36.8	836	36.6	5,923	19.6	192.6
	Mo.-Kans.-Texas Lines 1960	5,075	7,169	12,244	10.1	60,092	3,303	1,572	37.3	987	42.4	4,349	18.2	121.2
	1959	5,275	5,598	10,873	8.6	57,315	3,562	1,602	34.3	920	44.4	3,910	16.1	123.6
	Missouri Pacific 1960	23,681	25,754	49,435	6.5	66,367	3,345	1,566	35.2	1,202	55.2	6,257	19.9	182.6
	1959	24,813	21,029	45,842	8.0	66,104	3,324	1,516	34.1	1,164	55.1	5,967	20.0	173.5
	St. Louis-San Francisco 1960	11,003	10,245	21,248	1.9	55,728	2,663	1,232	31.8	1,010	47.8	4,986	21.1	176.1
	1959	12,283	11,007	23,290	1.6	55,679	2,764	1,249	31.7	1,027	50.9	5,117	20.2	191.0
	St. Louis Southw. Lines 1960	2,225	3,725	5,950	.4	73,734	2,832	1,266	29.0	2,128	105.0	8,260	26.1	211.6
	1959	2,193	3,072	5,265	2.2	67,816	2,813	1,258	29.2	2,229	110.8	8,823	24.2	225.1
	Texas & New Orleans 1960	6,779	14,468	21,247	2.2	75,563	3,247	1,494	33.5	1,227	57.7	6,439	23.4	142.0
	1959	6,825	15,988	22,813	1.6	71,140	3,135	1,441	33.8	1,346	63.5	7,218	22.9	156.7
	Texas & Pacific 1960	3,706	4,879	8,585	5.9	83,642	3,473	1,390	29.6	1,356	72.1	6,344	24.2	230.8
	1959	3,403	4,762	8,165	3.8	74,186	3,107	1,201	28.7	1,330	75.3	6,214	24.0	253.8

* Includes operations of Virginian Ry. Co., merged into Norfolk & Western Ry. Co., December 1, 1959.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

IMPROVED ONE-PIECE WEAR EQS WHEEL

NOW APPROVED FOR SHIPMENT AFTER JANUARY 1ST

Can be turned on both flange and tread to restore full contour. (Minimum 1¼" back rim.) • Special-design parabolic plate distributes stress evenly. • All present standard AAR gauges can be used. • New design permits greater wear while retaining long sweeping fillets under flange and rim for greater strength. • Only two tape sizes. (Actually, most Griffin Wheels are within two half tape sizes!) Perfectly round as cast . . . no machining required. Tolerances are accurate to 20 thousandths of an inch.

GRIFFIN EQS ELECTRIC QUALITY STEEL

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MARKET OUTLOOK *at a glance*

Carloadings Drop 2.6% Below Previous Week's

Loadings of revenue freight in the week ended Oct. 29 totaled 620,712 cars, the Association of American Railroads announced on Nov. 3. This was a decrease of 16,599 cars, or 2.6%, compared with the previous week; an increase of 32,936 cars, or 5.6%, compared with the corresponding week last year; and a decrease of 54,279 cars, or 8.0%, compared with the equivalent 1958 week.

Loadings of revenue freight for the week ended Oct. 22 totaled 637,311 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Oct. 22

District	1960	1959	1958
Eastern	89,275	89,254	95,887
Allegheny	105,239	87,789	113,393
Pocahontas	53,089	48,241	53,205
Southern	116,808	116,540	121,716
Northwestern	97,909	74,055	96,698
Central Western	124,900	135,588	137,715
Southwestern	50,991	56,050	56,231
Total Western Districts	272,900	265,693	290,644
Total All Roads	637,311	607,517	674,845
Commodities:			
Grain and grain products	62,665	66,822	66,368
Livestock	10,559	11,752	12,138
Coal	113,299	112,470	117,110
Coke	6,313	3,320	8,039
Forest Products	38,229	40,648	40,570
Ore	46,114	10,990	47,176
Merchandise l.c.l.	34,990	42,528	47,396
Miscellaneous	325,142	318,987	336,148
Oct. 22	637,311	607,517	674,845
Oct. 15	653,145	579,410	696,403
Oct. 8	646,016	557,576	686,521
Oct. 1	631,645	572,352	677,625
Sept. 24	617,635	587,611	673,380
Cumulative total, 42 weeks	25,215,143	25,162,567	24,429,187

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Oct. 22 totaled 11,918 cars, compared with 9,009 for the corresponding 1959 week. Loadings for 1960 up to Oct. 22 totaled 450,356 cars, compared with 335,789 for the corresponding period of 1959.

IN CANADA.—Carloadings for the seven-day period ended Oct. 14 totaled 68,948 cars, compared with 79,653 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Oct. 14, 1960	68,948	25,940
Oct. 14, 1959	74,923	27,624
Cumulative Totals		
Oct. 14, 1960	2,924,362	1,106,766
Oct. 14, 1959	3,041,957	1,105,939

New Equipment

FREIGHT-TRAIN CARS

► *Central of Georgia.*—Will construct 328 50-ton, 40½-ft box cars at company shops using components reclaimed from retired equipment. Cost is estimated at $1,615,000.

► *New York Central.*—Is leasing 216 multi-level cars from North American Integrated Flatcar Transport, Inc. The cars will carry automobiles on open racks divided into double and triple decks.

► *September Bad Order Ratio 0.4% Higher Than Last Year.*—Class I roads on Sept. 1 owned 1,671,778 freight cars, 29,999 less than a year ago, according to AAR report summarized below; bad order ratio was 0.4% higher than Sept. 1, 1959.

	Sept. 1, 1960	Sept. 1, 1959	Change
Car Ownership	1,671,778	1,701,777	—29,999
Waiting repairs	147,946	142,779	+ 5,167
Repair ratio	8.8%	8.4%	+ 0.4%

PIGGYBACK

► *Seaboard Air Line.*—Has placed a $200,000 order for 29 steel racks (eight three-level; 21 two-level) for the transportation of automobiles and trucks. They will be installed on 85-ft. piggyback flat cars leased from Trailer Train. Order includes portable two-level unloading ramps for Atlanta, Jacksonville, Savannah, and Charleston; three-level ramps for Miami and Tampa. Paragon Bridge & Steel Co., Detroit, will build the racks; Whitehead & Kales Co., Detroit, will supply the ramps.

Purchases & Inventories

► *Seven Months' Purchases Up 2.3%.*—Purchases by domestic railroads of fuel, material and supplies in this year's first seven months were $20,450,000, or 2.3%, higher than in the comparable 1959 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

*PURCHASES**

	July 1960	Seven Months 1960	Seven Months 1959
	(000)	(000)	(000
Rail	$ 5,425	$ 45,161	$ 53,367
Crossties	5,950	38,483	26,668
Other Material	86,942	637,879	584,765
Fuel	25,603	202,909	239,182
Total	$123,920	$924,432	$903,982

*Subject to revision

INVENTORIES†*

	July 1, 1960	July 1, 1959
	(000)	(000)
Rail	$ 61,892	$ 70,173
Crossties	76,729	74,295
Other Material	418,502	418,409
Scrap	23,206	25,344
Fuel	20,009	19,075
Total	$600,338	$607,296

* Subject to revision.
† All total inventory figures taken from ICC statement M-125 for month indicated.

AT TOKYO CONFERENCE: Japan's Mitsubishi-built AC-DC dual service silicon-rectifer locomotive was displayed during the Asian Railway Conference. Later the stainless steel locomotive (designed for use in the highly saline Kammon tunnel) was used to haul delegates on a special run, switching from AC to DC.

Asian Railwaymen Trade Ideas

The Second Asian Railway Conference convened at Tokyo Oct. 11, with President Sogo of the Japanese National Railways presiding. Top ranking railwaymen from Burma, China (Taiwan), India, Japan, Indonesia, Korea, Malaya, the Philippines, Saudi Arabia, Thailand and the United Arab Republic, and from the United Nations Economic Commission for Asia and the Far East (ECAFE) attended as delegates. The Asia and Far East representative of the French Railways Equipment Board and the publisher of Railway Age were present as observers.

At two days of round-table conferences, discussions were held relating to the development of railways in the Near, Middle and Far East nations. Delegates stressed the need for formulation of transport policy to prevent waste and destructive competition during the current simultaneous development of railways and other transport. Inroads by these growing competitors "could at least be reduced, if not altogether prevented," it was suggested by M. S. Ahmad, director, transport and communications section of ECAFE, "by improving the quality and augmenting where required the railway services offered." He cited as an outstanding example the Japanese "super railroad" being constructed between Tokyo and Osaka, where all advanced technological developments are to be incorporated.

In all discussions of modernization, electrification, wherever traffic demands are great, was mentioned importantly. India, for example, looks to electrification in its transition from steam if density is in the range of 50 to 100 or more trains per day, with dieselization in less dense areas. To conserve resources and limit foreign exchange, retention of steam in very low density areas is anticipated so long as traffic requirements can be met. China hopes to have electrification in the Taipei area within a decade.

The Japanese National Railways, who played host to the delegates, arranged inspection trips over electrified lines and a demonstration of a new AC-DC silicon rectifier locomotive—a prototype with a year of service (16 additional units are now on order). Delegates traveled to Kyoto and Osaka on JNR's deluxe 12-car multiple-unit electric "Kodama," also to Nikko on a special run of the brand new deluxe M. U. diesel train "Hatsukari." A visit was made to one portal of the longest new tunnel for the new Tokyo-Osaka line.

A highlight of the 10-day conference was a visit to a railway equipment exhibit, and the JNR's new and extensive research institute, where some 800 employees, including 300 college graduates, are conducting applied and basic research in all fields of railway technology. A substantial part of the Institute's research is currently related to roadway and equipment for the new Osaka line, where speeds of 120 mph are to be routine.

Mr. Sogo was reelected chairman of the conference. His Royal Highness Sultan Bin Abdul Aziz, Minister of Communications, Saudi Arabia, was elected vice chairman. Karnail Singh, chairman, Railway Board, Indian Ministry of Railways, was elected second vice chairman.

At a closing session Oct. 20, the delegates voted in favor of a motion that subsequent conferences be held in New Delhi in 1961, probably in December, and every two years thereafter at locations to be selected. A proposal to change the name of the conference to reflect more accurately the areas it covers (Near East, Middle East and Far East) was deferred until 1961.

4-WAY MERGER

(Continued from page 9)

pressed intention by management to chief executives of the interested unions that the companies would acquaint employee leaders with the operations of the unified company."

Brotherhood leaders made no secret of their opposition to the consolidation —and at least one found the presentation wanting in some respects.

"We got some information," he said, "but nothing about the effect on particular points, crews, trackage and so forth . . . We are still pretty much in the dark as to the breakdown of crafts."

It's expected that the organizations will concentrate their grass roots campaign for support in areas where consolidations are planned and along lines which will be classed as secondary mains after unification.

The chairman of one general chairmen's association declared that "we don't agree with the carriers that such drastic measures as mergers are necessary to effect economies. In the long run, they will be depriving communities of taxes and payrolls. As labor organizations, it's part of our job to get our membership interested in these things, to talk about them and to acquaint other organizations—shipper groups, civic organizations and so forth—with the other side of the picture.

"Further consolidations mean further eliminations," he added. "We feel that if the ICC gives initial approval to a merger, that is the same as a blanket approval for future economies."

Unification of the four properties, approved by directors last summer (RA, July 25, p. 9), would create a 25,000-mile system.

People in the News

BESSEMER & LAKE ERIE.—**Robert W. Bramwell**, assistant to president, Pittsburgh, Pa., retired Oct. 31.

S. G. Fisher, supervisor labor relations, Greenville, Pa., appointed director labor relations. **H. A. Moffat**, chief clerk, named assistant to director labor relations. **A. M. Joseph**, chief clerk, appointed assistant to superintendent transportation, Greenville. **T. J. Cunningham**, traveling car agent, appointed transportation engineer.

CANADIAN NATIONAL.—**J. R. Burns** has been appointed manager of merchandise services. **O. J. Teixeira** named supervisor and **R. G. Beattie**, assistant supervisor, merchandise services.

CANADIAN PACIFIC.—**Norman F. Cowie**, assistant freight traffic manager—system, rates and divisions, Montreal, appointed freight traffic manager—system, rates and divisions, succeeding **Willard M. Jamieson**, retired.

Title of the following general freight agents changed to general rates officers: **G. M. Douglas**—international traffic; **A. Sutherland**—domestic traffic; **D. Headley**—railway commissions. Title of the following assistant general freight agents changed to freight rates officers: **T. A. Waldron**—international traffic; **L. Jefferies**—transcontinental classifications; **M. A. Peebles, W. Hindle** and **P. G. Gallant**—domestic traffic; **W. A. Bell**—railway commissions.

H. R. Norman appointed system supervisor freight service, Montreal, succeeding **S. W. Firlotte**, retired.

ERIE-LACKAWANNA.—Operating officials for the Eastern district of the newly merged E-L, along with the territories which comprise each division, were announced Oct. 21.

The Eastern district is composed of four operating divisions, in addition to marine operations and lighterage and station facilities in New York harbor.

New York division—Erie New York division, Hoboken to Jersey City and Port Jervis, including branches, and the New Jersey & New York RR; Lackawanna's Morris & Essex division, Hoboken to Port Morris, and branches including branch from Port Morris to Washington.

Scranton division—Lackawanna territory, Port Morris to Syracuse and Oswego and to Utica, via Scranton and Binghamton, but not including Binghamton; Erie territory, Scranton to Hawley, Pa.; Lackawanna Bloomsburg and Bangor and Portland branches.

Buffalo division—Erie's Buffalo-Rochester division and branches; Lackawanna lines, Gibson (Corning) to Buffalo; Erie line, Hornell-Buffalo; also territory Buffalo to Black Rock, Suspension Bridge to Lockport.

Susquehanna division—Erie's Susquehanna-Delaware divisions, Hornell to Port Jervis, including Hornell, but not Port Jervis; Erie line, Honesdale to Lackawaxen; Lackawanna line, Waverly to Nichols, N.Y., and East Binghamton Yard to Vestal, N.Y.

Superintendent, New York division, Hoboken, N.J., is **John R. Ebert**, formerly superintendent, Erie's New York division. Superintendent, Susquehanna division is **Carl S. Kinback**, formerly superintendent, Erie's Susquehanna, Tioga, Delaware and Wyoming divisions, Hornell, N.Y. Superintendent, Scranton division, Scranton, Pa., is **James W. Conway**, former superintendent, Erie's Buffalo division. Superintendent, Buffalo division, Buffalo, N.Y., is **Robert W. Jones**, former superintendent, Lackawanna's Scranton-Buffalo division, Scranton. Superintendent, marine department, is **Lawrence L. Larsen**, former superintendent, Lackawanna's marine department, Hoboken. **Oscar A. Frausen**, Erie's superintendent of lighterage and stations, New York harbor, retired Oct. 31. **Frank M. Sportally**, assistant superintendent lighterage and stations, Erie, named superintendent of lighterage and stations, New York Harbor, of the E-L. **Edward D. Doran** named assistant superintendent lighterage and stations—New York, Pier 19. **C. E. DeJoia**, superintendent marine department, Erie, Jersey City, appointed assistant superintendent, operations and maintenance, marine department at that point.

W. J. Betz, assistant division superintendent, **J. T. Corbett**, trainmaster, both Erie, and **F. F. Dayton**, freight terminal trainmaster, Lackawanna, all at Hoboken, remain in those positions.

A. E. Kriesien, Erie's assistant vice president and general manager, and **Harold D. Barber**, assistant to general manager, Eastern district, Jersey City, retain those titles.

All personnel on the Erie's Western district have been given the same titles on the E-L.

C. H. Zimmerman, Erie trainmaster at Susquehanna, Pa., named chief trainmaster, Hornell. **W. E. Godfrey** and **R. C. Neal, Jr.** appointed trainmasters at Hornell and Susquehanna, respectively. **J. P. Sipple** and **A. I. Winters** named trainmasters—road foremen of engines at Elmira, N.Y., and Port Jervis, respectively. Messrs. Godfrey and Winters were formerly Erie trainmasters at Hornell and Port Jervis, respectively. Messrs. Sipple and Neal were Lackawanna trainmasters at Elmira and Scranton, respectively.

H. W. Johns, Lackawanna terminal superintendent and **J. W. Connor**, Erie trainmaster, both at Buffalo, continue in those posts on the E-L. **J. W. Wolf, J. R. Canfield**, and **J. G. Cunningham, Jr.**, Lackawanna trainmasters at Scranton, Bangor, and Syracuse, respectively, retain those titles. **M. J. Flannery**, trainmaster—road foreman of engines, Erie, Dunmore, Pa., remains in that post.

The following former Erie personnel will have no change in title: **L. H. Jentoft**, assistant chief engineer maintenance of way, Cleveland; **R. H. Dean**, general signal inspector, Youngstown; **C. J. R. Taylor**, office engineer, communications and signals, Cleveland; **P. A. Brady**, circuit engineer, Cleveland; **L. H. Dyke**, superintendent communications, Cleveland; **H. A. Wilson**, general communications inspector, Youngstown.

J. R. Heisler appointed chief signal engineer, **J. D. Douros**, named chief communications engineer and **W. E. Bell**, appointed assistant to chief signal engineer Cleveland. Messrs. Heisler, Douros and Bell were formerly with the Lackawanna as signal engineer, engineer communications and assistant to signal engineer, respectively. **W. K. Atkinson**, who was assistant signal engineer, Lackawanna, named signal engineer, Hoboken. **O. G. Carey**, who was Erie assistant general superintendent, communications and signals, named signal engineer, Cleveland. **J. A. McQuiston**, former Erie general signal inspector, Patterson, N. J., will hold that title at Hoboken. **W. K. French**, former Lackawanna chief draftsman, signal department Hoboken, will hold that title at Cleveland. **W. J. Lyons** and **R. G. Zvara** former Erie communications engineer and assistant communications engineer, respectively, Cleveland, named engineer of communications and assistant engineer of communications, respectively. **T. Lloyd**, former Erie general communications inspector, Paterson, will hold that title at Hoboken.

SOUTHERN.—**D. W. Brosnan**, vice president—operation, Washington, D. C., elected to the newly created post of executive vice president. **E. M. Tolleson**, assistant vice president, Washington, elected vice president—operation.

Supply Trade

H. H. Rogge resigned last week as president of **American Car & Foundry Division of ACF Industries**, New York.

Clarence E. Lane, assistant manager, sales promotion and advertising, **Union Switch & Signal—Division of Westinghouse Air Brake Co.**, has been promoted to manager, sales promotion and advertising, succeeding **John W. Hansen**, named manager—headquarters sales.

Clifford E. P. Smith has been appointed manager—container sales, Railway division, **Budd Co.**, Philadelphia, Pa. Mr. Smith was formerly transportation analyst—containers for Freuhauf Trailer Co.

(*Continued on page 34*)

Norman F. Cowie
CPR

D. W. Brosnan
Southern

E. M. Tolleson
Southern

Clifford E. P. Smith
Budd

Clarence E. Lane
US&S

John W. Hansen
US&S

John F. McMullen, former superintendent, Car Department of the Erie, has been retained on a consulting basis by the **Youngstown Steel Car Corp.** to assist in the development of new railroad products and large car repair programs.

Joseph Smith has been appointed advertising manager of **A. M. Byers Co.,** Pittsburgh, Pa. Mr. Smith was formerly assistant advertising manager and in charge of product public relations.

Dominic L. Testa has been appointed advertising manager, Industrial Equipment Division **Baldwin-Lima-Hamilton Corp.,** Eddystone, Pa.

William J. Furbush appointed plant manager, Kenton, Ohio, shops, International Car Division, **Morrison-International Corp.,** succeeding **C. L. Carnarius,** who retired Nov. 1.

J. W. Van Gorkom, general vice president of **Union Tank Car Company,** has been promoted to the newly created position of executive vice president. **C. B. Briggs** has been elected a vice president. Mr. Briggs will continue to serve in his position as president of Union's **Graver Oil & Gas Equipment Co.** division.

C. A. Benz, general sales manager, **Chicago Malleable Castings Co.,** retires Dec. 1.

Graybar Electric Co., Inc., has announced a major new marketing program to encourage relighting modernization. The company is aiming this Lighting Action program at what it says "represents a potential $5-billion business." Utility companies and lighting fixture manufacturers are cooperating in the program, Graybar reports.

Jules C. Laegeler, chief engineer, **The Frank G. Hough Co.,** Libertyville, Ill., has been appointed vice president in charge of engineering. **Keith W. Kampert,** assistant chief engineer, appointed chief engineer, product design, and **Thorvald Granryd,** manager of product improvement, named chief engineer, research and development.

Joseph H. Dolan has been appointed assistant to general sales manager of **Brown Trailer division, Clark Equipment Co.** Mr. Dolan will help co-ordinate sales promotion and activities with the American railroads.

Amherst Industries, Inc. (formerly Amherst Barge Co.) on Oct. 1 acquired the Rail and Industrial Equipment division of Car Builders and Equipment Corp., including the railway equipment manufacturing and repair plant at Landisville, Lancaster County, Pa. This business will be operated as the Rail and Industrial Equipment division of Amherst Industries. **Ernest M. Harman** will continue as sales representative at 30 Church Street, New York. **H. J. Mathis** continues as superintendent of the Landisville plant.

Philip G. Hughes has been appointed manager, construction products sales, **L. B. Foster Co.,** Pittsburgh, Pa. **Andrew M. Filak** has been anpointed manager of product research and development, Pittsburgh.

OBITUARY

John J. O'Toole, 63, retired general manager, Eastern lines, **Milwaukee,** died Oct. 27 at Shakopee, Minn.

John B. Edgerton, 58, executive vice president, **Standard Car Truck Company,** died Oct. 26 at Dayton, Ohio.

Future Passenger Limits Are Defined for Royal Commission

Testimony last week before Canada's Royal Commission on Transportation made one point clear: neither of Canada's two major rail systems is disposed to accept passenger losses indefinitely.

In an 84-page brief that also dealt with improving economy and efficiency of rail transportation and with branch lines, Canadian Pacific Vice-President R.A. Emerson detailed CPR plans for major cuts in passenger service.

CPR can solve its passenger problem "on its own," Mr. Emerson told the commission, by drastically reducing passenger operations and tailoring future services to what can be operated profitably and attract patronage. This would be a gradual transition carried out chiefly in the next five years, Mr. Emerson said, adding that in 20 years, he anticipated a drop in CPR investment in passenger equipment from the present $104 million to approximately $40 million. The business that would remain, Mr. Emerson said, "would appear to be a certain number of intercity runs between the larger centers such as Montreal-Toronto, Montreal-Quebec, Montreal-Ottawa, Toronto-Detroit and Calgary-Edmonton. The type of service required will be predominantly a coach service."

Canadian National, in a brief submitted by A. H. Hart, vice-president of sales, and S. F. Dingle, system vice-president, noted that it had lost over $37 million on 1959 passenger operations in advocating new legislation to permit abandonment of unprofitable service. Mr. Hart stressed that CNR does not plan to get out of passenger service. For the foreseeable future, he said, CNR will operate passenger service in a manner that will promote the goodwill of the traveling public and encourage passenger travel. "Given the legislative support suggested," CNR's brief said, "which will encourage the elimination of all train services which are unprofitable, it is the view of Canadian National that its passenger train deficit can be eliminated entirely."

Uneconomic passenger service which it would not be in the public interest to drop should be subsidized by the federal treasury, CNR said, adding that in such cases, passenger trains would continue to be run on the CNR. CPR, in contrast, made it clear that it believed deficit passenger operations should be adjusted without recourse to federal aid.

CNR urged legislation to create a "proper climate for dealing with the elimination of unproductive branch lines," with subsidies to offset losses on lines kept open for the public good.

You Ought To Know...

Colorado Contractors, Inc., Denver, Colo., was awarded a $916,790 Bureau of Reclamation contract which will include relocating 12.2 miles of narrow-gage, single-track D&RGW lines in the vicinity of Arboles, Colo. Part of the Colorado River Storage project, the work also calls for construction of two steel-girder railroad bridges.

A train-phone communications system, linking rapid transit motormen with the central operations office, goes into service this week on the Chicago Transit Authority's principal route. The system, installed at a total cost of $123,000, uses 70 transistorized portable train-phone units purchased from Femco, Inc. In transmission from train to operations control, the motorman's voice is converted to an FM signal and carried through the third-rail power distribution system. At intervals of about one mile, the signal is tapped off and fed into a telephone cable, which connects to a wayside transmitter-receiver station where the signal is converted to voice impulses and fed into telephone lines leading to the Central control office.

"Slump in business" was blamed by the New York Central for the layoff of 225 employees at its Collinwood (Cleveland) diesel yards last week.

"Speed mail" is now being tested experimentally by the Post Office Department. Heart of the system, which is billed as eventually making possible next-day delivery of letter mail between any two U.S. points, is an electronic process for coding impulses from a special one-page form and transmitting them to a receiving machine that reconstitutes a facsimile of the original letter. First tests involved Washington, D.C., Chicago and Battle Creek, Mich.

A 3-car, 360-hp "vacuum cleaner" that will move through subways at 10-15 mph has been designed by the New York City Transit Authority. Object: removal of dirt, grease and litter from the roadbed, steel dust from the air. The authority has asked bids for construction of such a unit, built to its own specifications. Estimated cost: $320,000.

Panelists on Railway Progress Institute's Industry Outlook Conference, a highlight of the Nov. 16 and 17, 1960, RPI Annual Meeting include W. H. Rose, general purchasing agent, SAL; H. B. Nordstrom, director of purchases, GN; H. F. McCarthy, vice-president, Purchases & Stores, NYC; H. V. Schlitz, general purchasing agent, Burlington; V. E. McCoy, chief purchasing officer, Milwaukee; and H. P. Millar, vice-president, Purchases & Stores, CPR.

A call for "true statesmanship among the makers of railroad policy" to take advantage of a favorable national climate for rail mergers was sounded last week by N&W President Stuart T. Saunders. "This decade could be the great era of railroad rejuvenation if rail industry leaders agree on progressive objectives for their industry," he told the Southwestern Transportation Seminar at Camelback Inn, Phoenix, Ariz.

Special reports by committees of the American Association of Railroad Superintendents will accent the "service" angle again in 1961. AARS members will take a long look at piggyback and containerization; ways and means of expediting traffic through yards and terminals; the relationship between dependable service and advertised schedules. Other reports will cover methods of building an effective organization; and principles for effective safety action.

Purchase of the Minneapolis & St. Louis Railway added 1,500 miles of track to the C&NW last week as the North Western completed its second acquisition in two years. In 1958 the C&NW gained access to the St. Louis gateway by purchasing the Litchfield and Madison.

Railroad accidents in August resulted in deaths of 14 employees on duty and injuries to 1,157. This compared with seven employee fatalities and 1,212 injuries in August 1959, according to the ICC's preliminary summary. In this year's first eight months, 124 employees were killed and 8,814 injured. Comparable figures for 1959 were 106 and 9,194. One passenger was killed in August's train and train-service accidents and 97 were injured. In August 1959, no passenger was killed, but 129 were injured. Passenger fatalities in this year's first eight months totaled 25, compared with eight in the first eight months of 1959.

NP again offers travelers savings up to 20% on Pullman travel by honoring coach tickets in standard Pullman cars between St. Paul and Seattle on its "Mainstreeter." Between Chicago and Seattle coach passengers can buy Slumbercoach accommodations on the "North Coast Limited."

An Insider's View

Industrial traffic men in Pittsburgh will get an insider's view of rate-making procedures this month.

The General Freight Traffic Committee — Eastern Railroads has accepted the invitation of the Traffic Club of Pittsburgh to hold its November meeting in that city, beginning Nov. 15. A spokesman said the committee was invited to meet in Pittsburgh "especially for the purpose of affording an opportunity to young industrial transportation personnel to observe the procedures at a public hearing as performed by the Committee." The meetings will be closed to all except members of industrial traffic departments. Attendance will be limited to 50 persons at each session.

Co-sponsors of the meeting, along with the Traffic Club, are the Delta Nu Alpha Transportation Fraternity, the Traffic & Transportation Association of Pittsburgh, American Society of Traffic and Transportation, and the National Defense Transportation Association.

Advertisers' Index

CLASSIFIED ADVERTISEMENTS

Don't Relax on Work Rules

The decision to progress the industry's work rules case to a Presidential commission has been made and the agreement signed.

In some quarters this may be viewed as a chance to relax, to let down a bit from the tension built up over the past 12 months. But any such tendency should be rejected out of hand; probably nothing could be more dangerous to the ultimate outcome of this proceeding than a widespread sit-back-and-wait attitude.

True, railroads have voluntarily given up hope of relief from the work rules burden for a year or more. But what has actually happened is this: the matter has been lifted out of its intra-industry setting and relocated in the public domain.

With the case now entering this new "public" phase, the need for public awareness, and public knowledge of the facts, is more pressing than at any time since the railroads filed their proposed rules changes with the brotherhoods last November. Certainly it is to the railroads' advantage to do all they can in this direction. Truth is on their side. Their story must be told, and told well, if only to minimize the risk of the whole case being turned into a political football.

The Presidential commission, to be appointed by Jan. 1, will be comprised of 15 men—five each to be named by the brotherhoods and the railroads, and the remaining five to be named by the President. If the place to start is at the beginning, then the industry is to be commended if it gives top priority to assuring that the five railroad members are the best that can be mustered.

Consider the case this way: If this commission can be vested with sufficient stature, quite apart from its White House sponsorship, its findings will carry so much weight they cannot be ignored or frittered away. White House groups have studied railroad problems before, only to have nothing come of them. In this instance, the fact that a new President will be in office in January only heightens the risk. And if the commission's determinations themselves are "non-binding," as the parties themselves have agreed they will be, what hope can railroads have—except that the prestige of the commission itself will almost propel the issues to settlement?

The job of the Presidential commission is not to make reputations for either its union members or railroad members as shrewd bargainers—with the "public" members serving only in the role of umpire.

Instead, the job to get on with is simply to put rationality and realism into the working rules and rid the railroads of uneconomic practices which are stifling their efforts to compete successfully. Unless railroads are put into position to compete more effectively than present work rules permit, they will inevitably lose the means to deal liberally with their employees. Not only this, but the public interest in obtaining economic transportation service is also jeopardized.

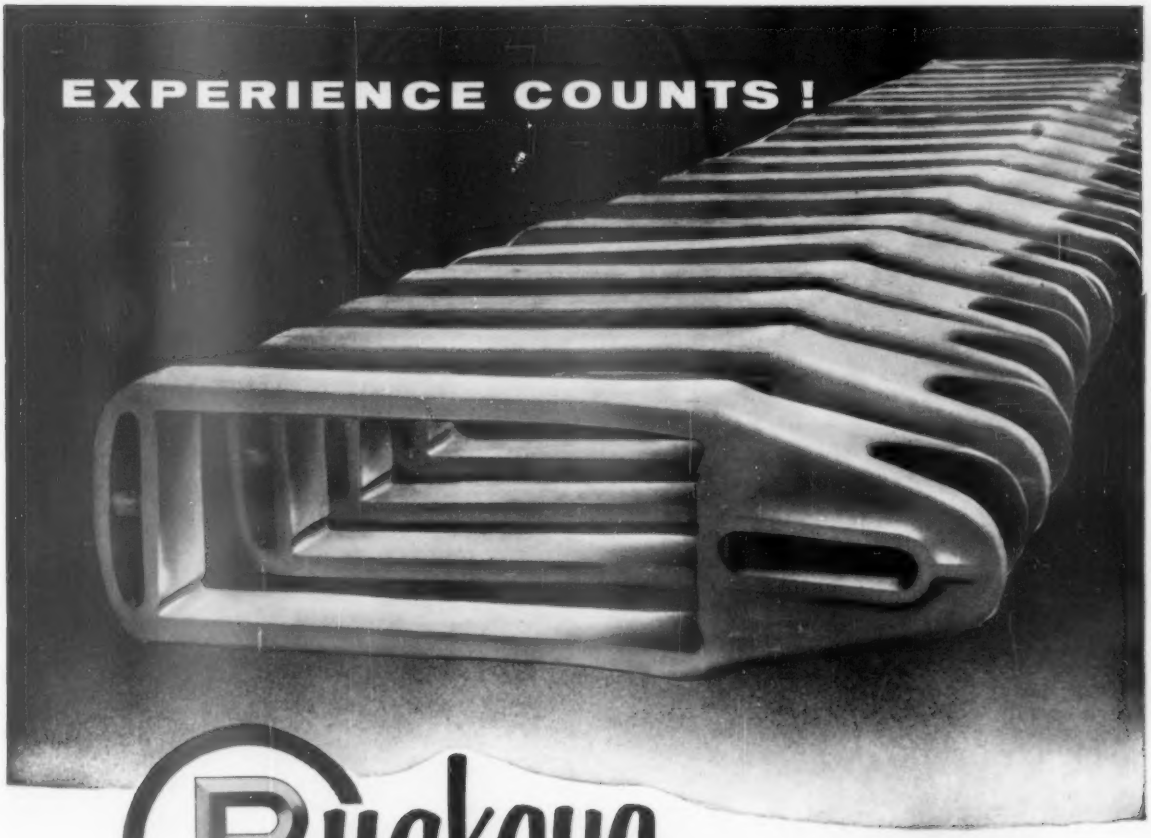
Railroads have everything to gain, and precious little to lose, in seeking to bring maximum prestige to the commission. The unions appear to be aware of the danger from their point of view. It is no reflection on the ability of the five men the brotherhoods have nominated that they are not Grand Chiefs. Is this a calculated plan, being followed in hope the railroads will follow suit?

All in all, the final result of the commission's work will largely depend on the stature of the "public" members the President appoints. Railroads can do much to encourage the President to select men of top caliber by doing the same kind of thing themselves. The reputation and ability of the railroad nominees cannot fail to be taken as a gage of the degree of importance which railroads' ascribe to this undertaking.

●

In Canada, the government saw the importance of the work rules issue on railways in that country; and as a result top-level jurists were named to the Royal Commission established to handle the controversy. To measure up to the discernment of the government of our good neighbor to the north, our own government should see to it that the "public" members of the U.S. commission have the stature of seasoned statesmen.

The crisis created by antiquated working rules grows more serious day by day. And time is running out. Nothing short of the best available brains and experience will be adequate, if the job is to be done right—and if it isn't done right everybody is going to lose, and for keeps.



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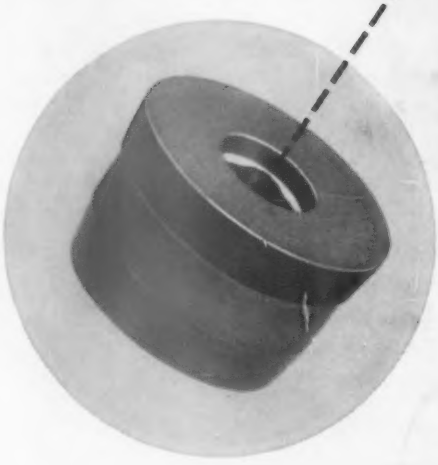

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The increased life of the new inserts create a tool cost savings of approximately 20%.

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